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THE SPHERE, MAY 27, 1944
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THE SPHERE

Vol. CLXXVII No. 2314 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 27 1944

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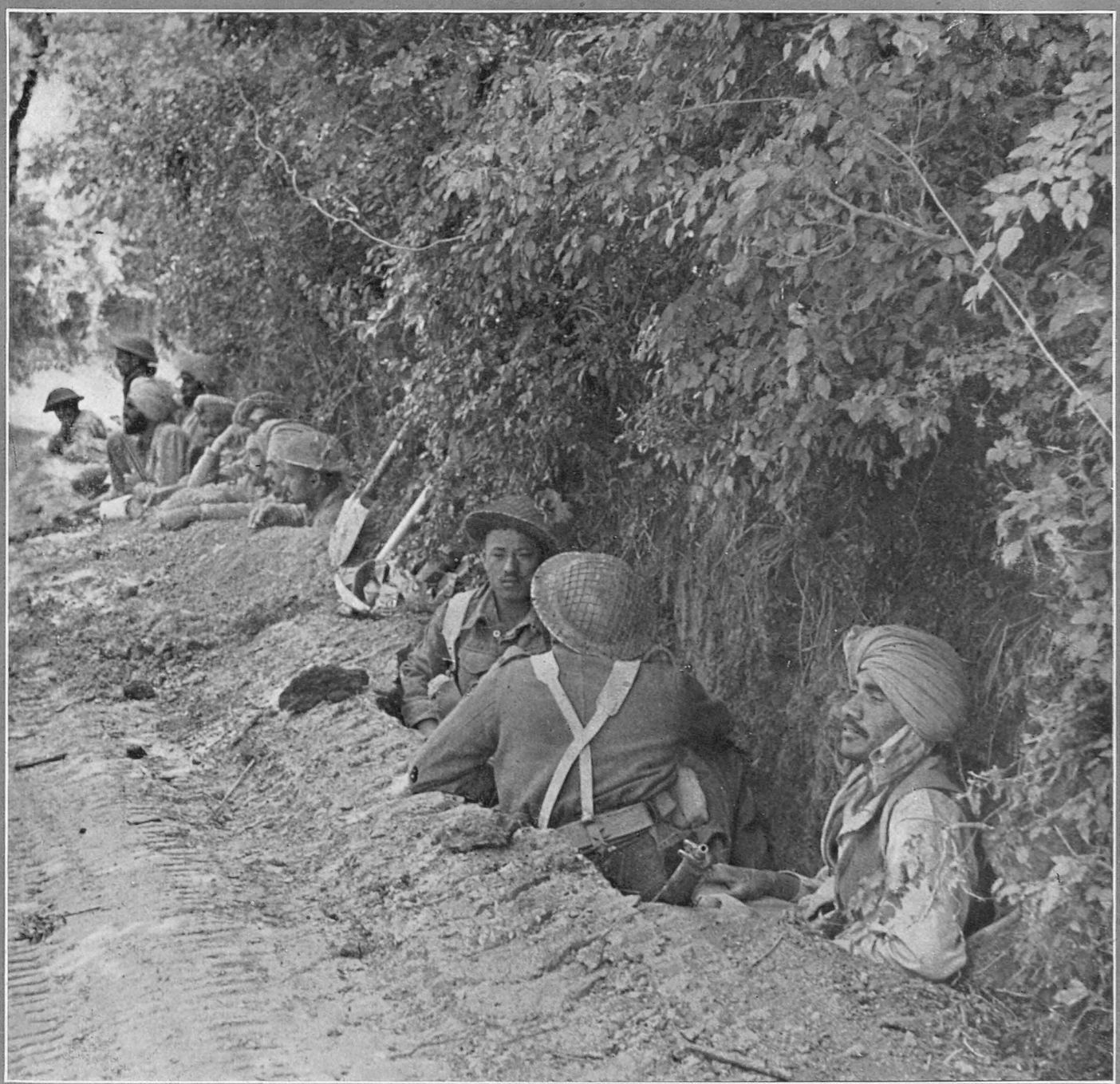
Volume CLXXVII No. 2314 The SPHERE, London, May 27, 1944

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly



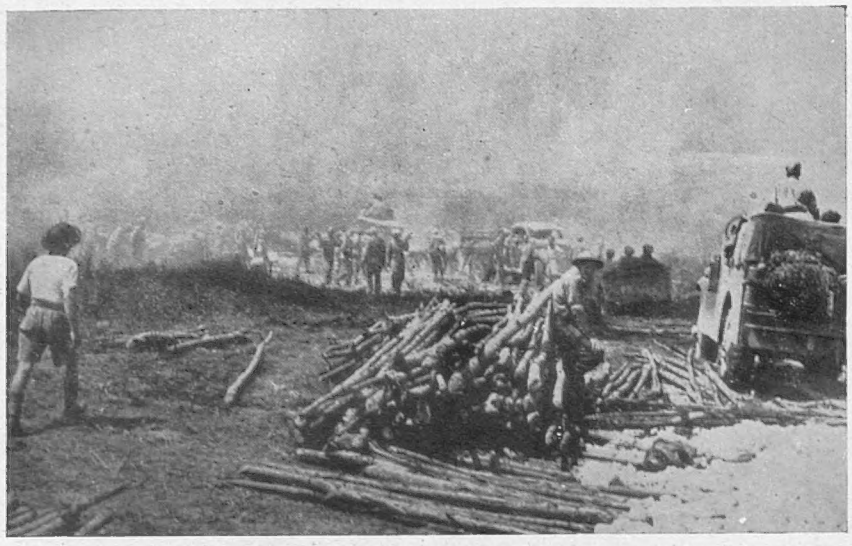
JUST BEFORE ZERO HOUR ON THE LIRI RIVER FRONT IN ITALY: INDIAN TROOPS WAIT IN TRENCHES DUG BESIDE THE ROAD before the attack opens during the great offensive by the Fifth and Eighth Armies against the Gustav Line

Shortly after its opening, the great Allied offensive in Italy carried the advancing armies forward on both sides of the River Liri. Within a few days the whole of the Gustav Line was overrun by our troops, who immediately went on to the assault of the so-called "Adolf Hitler" Line. Cassino, which for months had been the strongest point in the Gustav Line, was carried by assault, the "tough" German garrison surrendering after displaying the white flag on the famous Monastery Hill. In the assault, forces from all the chief Allies took part—British, American, French, Poles and others. During the earlier stages in the great offensive the Liri River was crossed by British troops; in this fighting Indian troops co-operated with soldiers from the United Kingdom. The above picture was taken during this operation. The Indians are seen sheltering in shallow trenches under the high bank by the roadside, whilst awaiting the order to advance. Further pictures taken during the Italian offensive are given on the following pages

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

The OVER-RUNNING of the GUSTAV LINE

First Pictures of the Great Offensive on the Cassino Front, Showing the Fifth and Eighth Armies in Action Against the Germans



OUTSIDE SAN ANGELO IN THE GUSTAV LINE: Engineers of the Indian Division repairing the road near "London Bridge" whilst the Allied transport columns move up towards the fighting point. San Angelo was captured by Gurkha troops in fifteen minutes on May 13

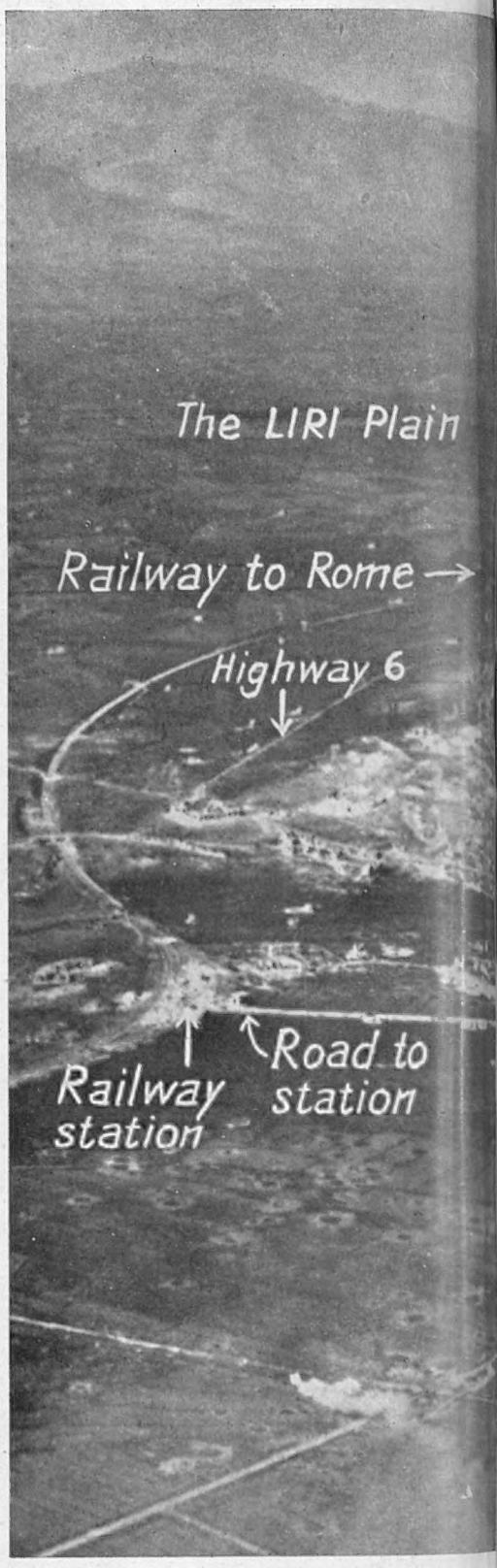
INFANTRYMEN CLAMBERING THROUGH THE RUINS OF THE TOWN OF SAN ANGELO. With the capture of this "miniature Cassino" the breaching of the Gustav Line virtually began. Covered by Sherman tanks and armed with tommy-guns, the Gurkhas swept all before them as they went in to the assault

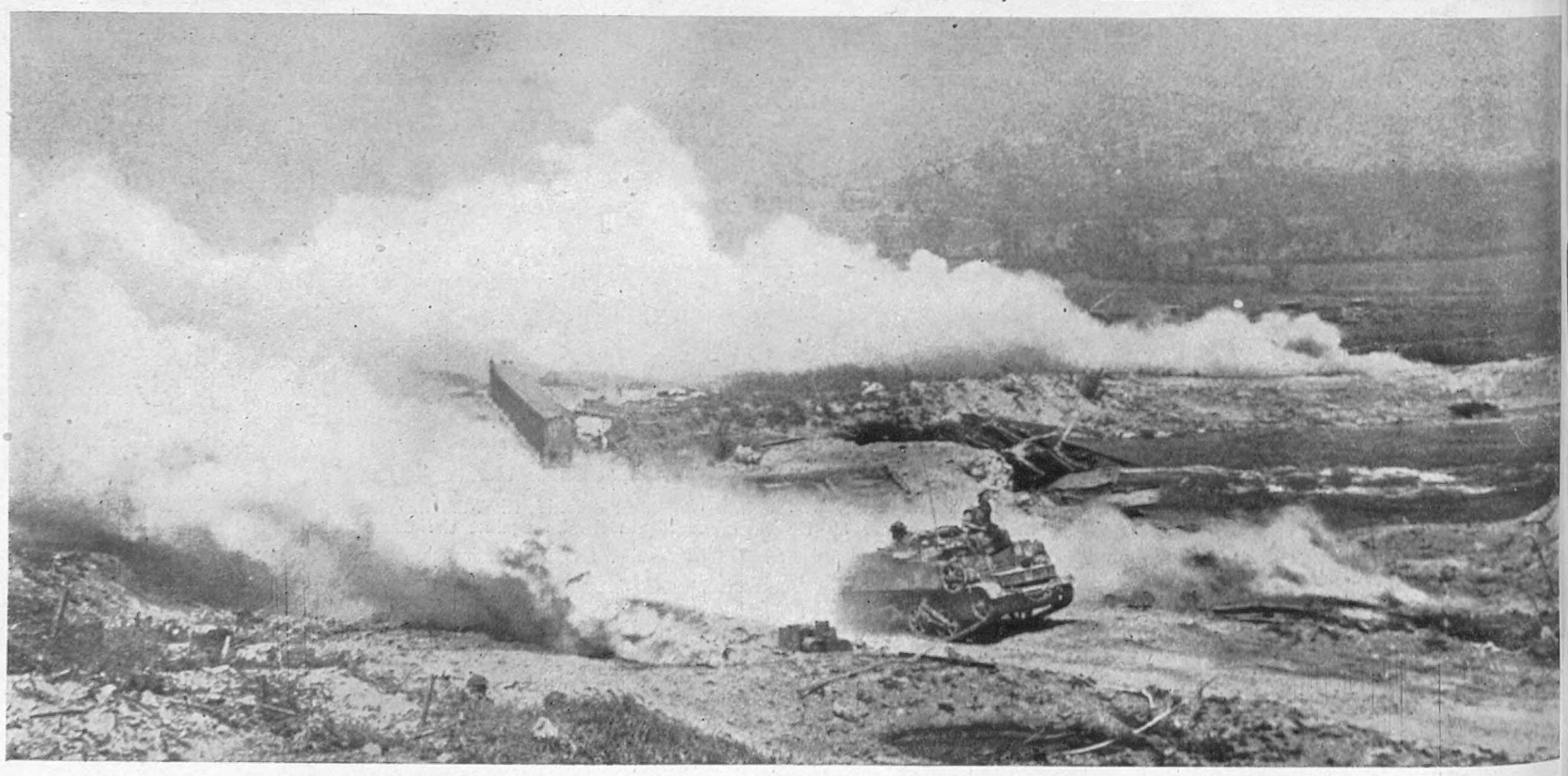
On right—

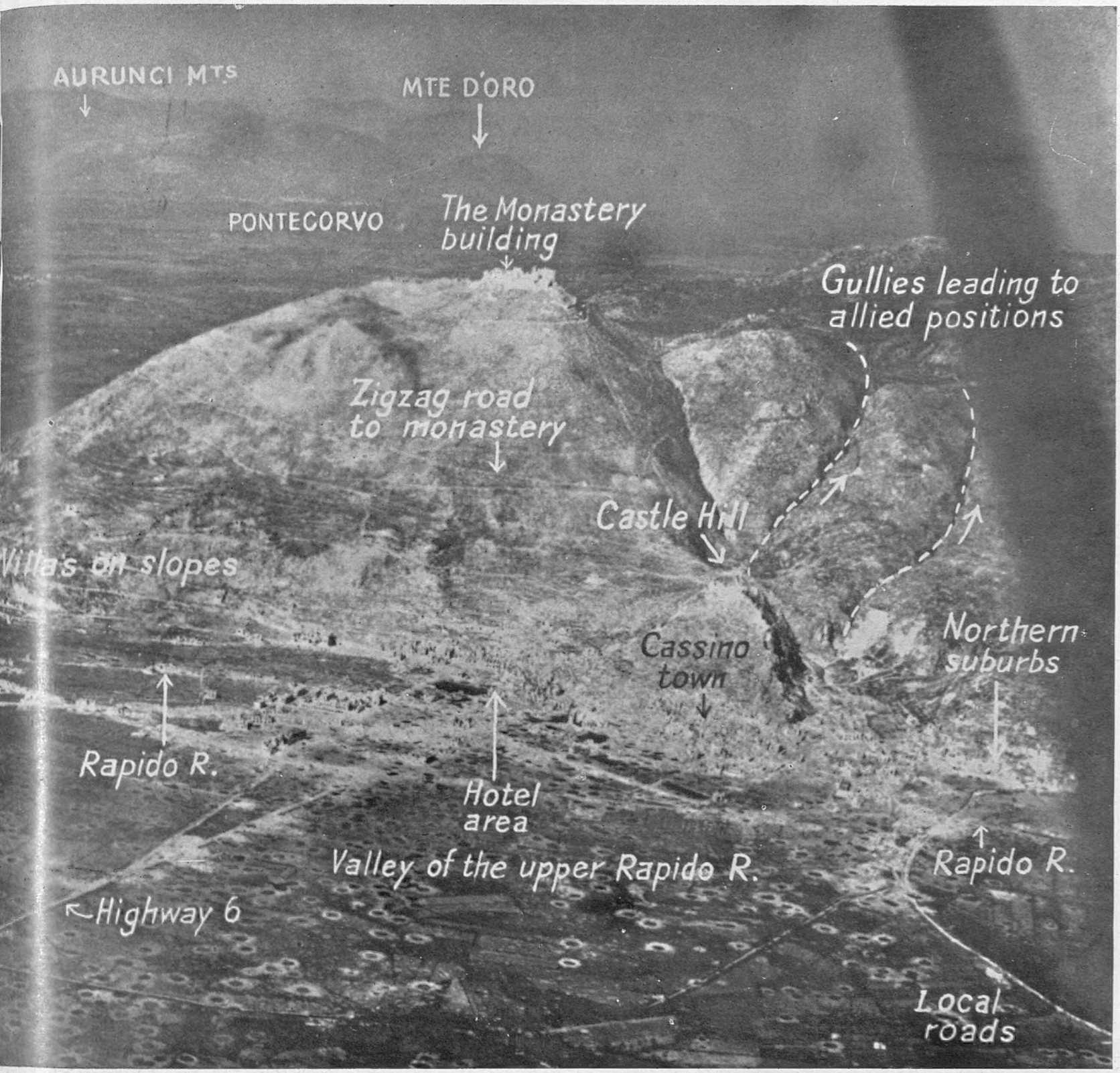
This very striking view shows with great clarity the main features of the German "fortress" position at Cassino—a position of such Gibraltar-like strength that it withstood all Allied assaults during the winter. The view is taken from the north-east looking across the Upper Rapido Valley, which fills the foreground as a kind of shell-cratered carpet. The dark area in the background is the Liri Plain backed up by the Aurunci foothills and mountains through which the North African and American forces have been thrusting their way.

The main road from Rome to Capua (known in the recent communiqués as Highway Six) crosses the Rapido Valley in the centre of the view. Local roads crossing to Cervaro are seen on the right. The Railway Station, linked by a road from the town, is visible as a white patch on the extreme left; the railway to Albano and Rome can be seen curving away into the northern side of the Liri Valley. Highway Six can also be seen just to the right of the railway skirting the base of Mte. Cassino. Castle Hill rises above the town, its most precipitous side in shadow. To the right of this castle-crowned rock, tracks lead up a series of gullies to positions level with the Monastery building. To the left of the Monastery (which shows white on the summit of the hill) are some protuberances which were fought for at certain times; but the main attacks were up the gullies shown on the right. The zigzag carriage roads up Monastery Hill are visible in parts where the light catches them.

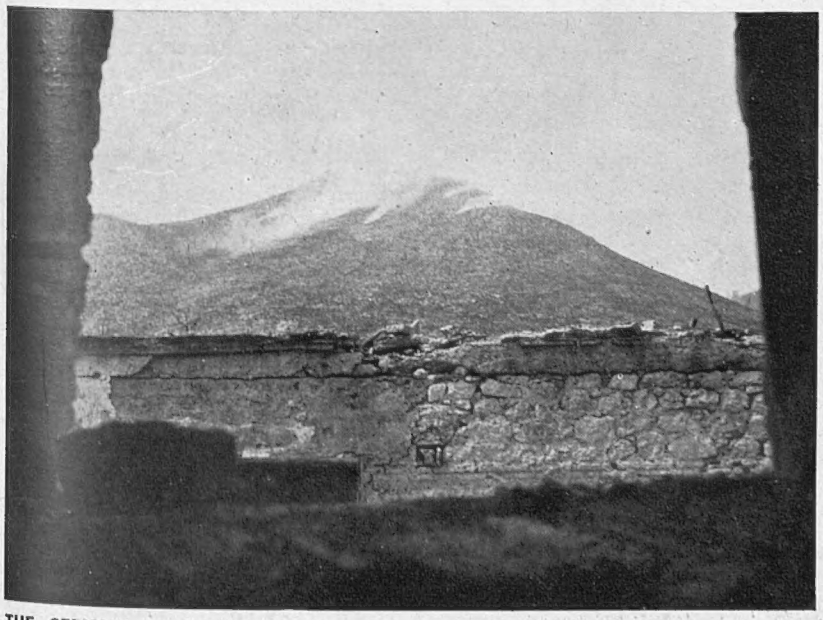
Below—**By May 15, the Fifth and Eighth Armies had captured the towns of San Angelo and Castelforte. Men, vehicles and armour began to pass in a steady stream over the bridges across the River Gari. These bridges were covered by a heavy smoke-screen as they were then under continuous enemy fire**



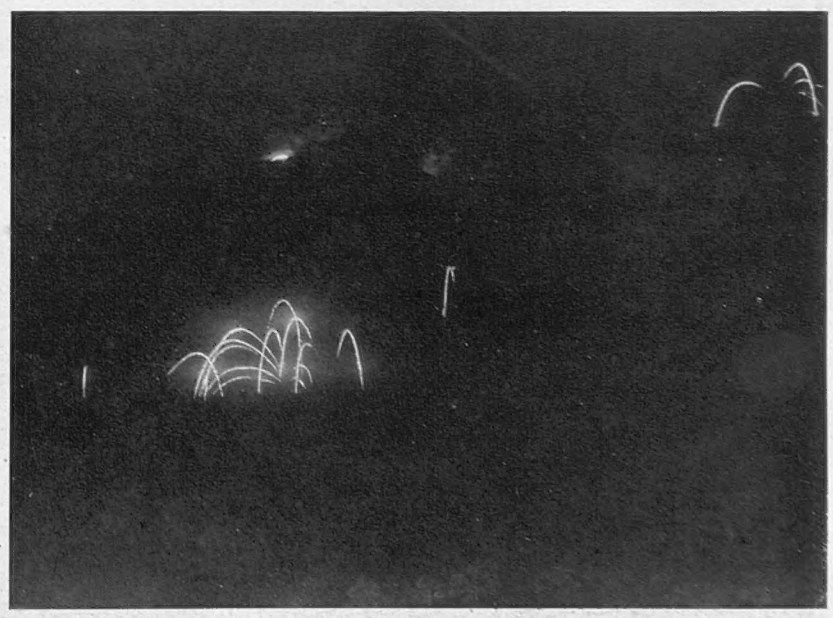




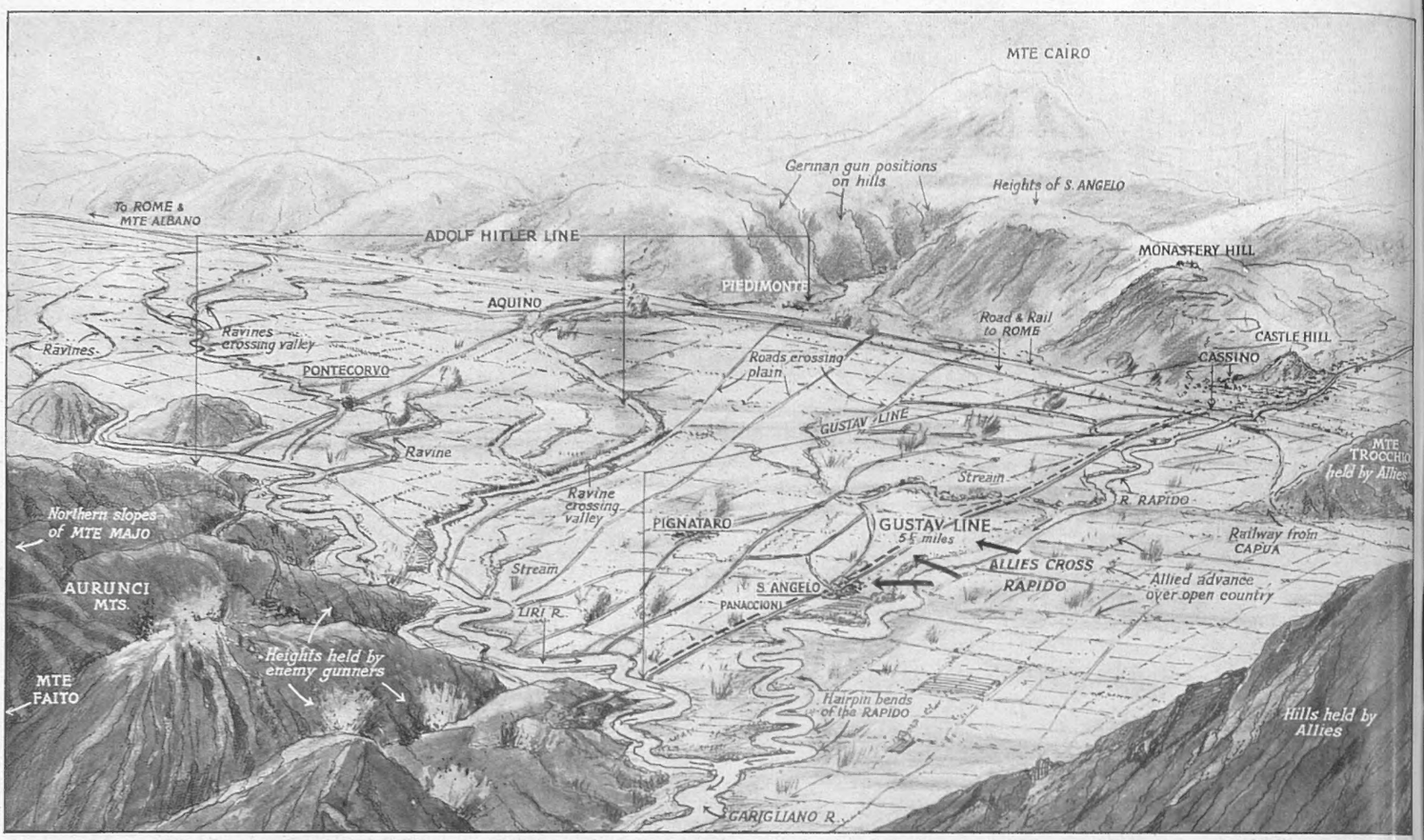
JUST BEFORE CASSINO AND MONASTERY HILL FELL INTO ALLIED HANDS: A PICTURE TAKEN BY THE R.A.F. OF THE GREAT GERMAN STRONGHOLD IN THE GUSTAV LINE. The almost obliterated town lies at the foot of the rock barrier; behind towers the hill bastion crowned by the Monastery buildings, with Castle Hill lying on its right; to the left of the view lies the plain through which runs Highway Six and across which the Gustav Line was built. All the territory seen here has now been occupied by the Allies



THE GERMANS ON MONASTERY HILL ARE "BLINDED." A smoke-screen being laid by the Allied guns to blind the enemy in their observation posts which overlooked the town of Cassino



ON THE NIGHT OF MAY 11: German flares going up from Cassino as the British barrage opened up, and the bursts of our shells around the Monastery held by the Germans at the top of the Ridge

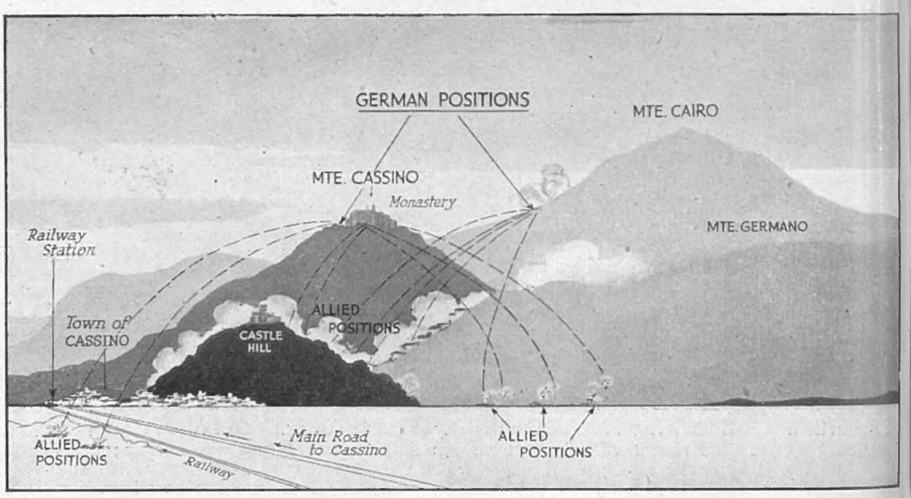


THE SCENE OF THE GREAT THRUST BY THE FIFTH AND EIGHTH ARMIES AGAINST THE GUSTAV LINE: A diagram which shows the main central position opposite S. Angelo, where the Rapido River was first crossed in strength by the Allied troops under fire. The Gustav Line is, as indicated, 5½ miles in length: behind it lies the Adolf Hitler Line across the Liri River—*Drawing by Percy Home*

As seen on an ordinary map, the Liri Valley looks an easy line of approach to Rome; in reality it is anything but this. The plain is seamed with wandering streams, sometimes marshy and sometimes cutting their way through wide troughs with awkward sides. The Rapido guarded the Gustav Line for several months, and was only broken by heroic efforts on the part of the sappers. Towards the point of junction with the Garigliano, the Rapido turns and twists through a marshy area. The Liri River makes almost equally violent bends as it flows past the foothills of the Aurunci Mountains. The villages and townlets of the plain are frequently perched on rising ground, sufficiently high to make them difficult positions to rush. Behind the Gustav Line, which measures 5½ miles from Cassino to Liri, lies the Adolf Hitler Line, stretching from Piedimonte, on the north-east, to Pontecorvo

THE ASSAULT ON THE GUSTAV LINE

And the Struggle for the Anzio–Rome Road in the Bridgehead—*Special Sphere Diagrams*

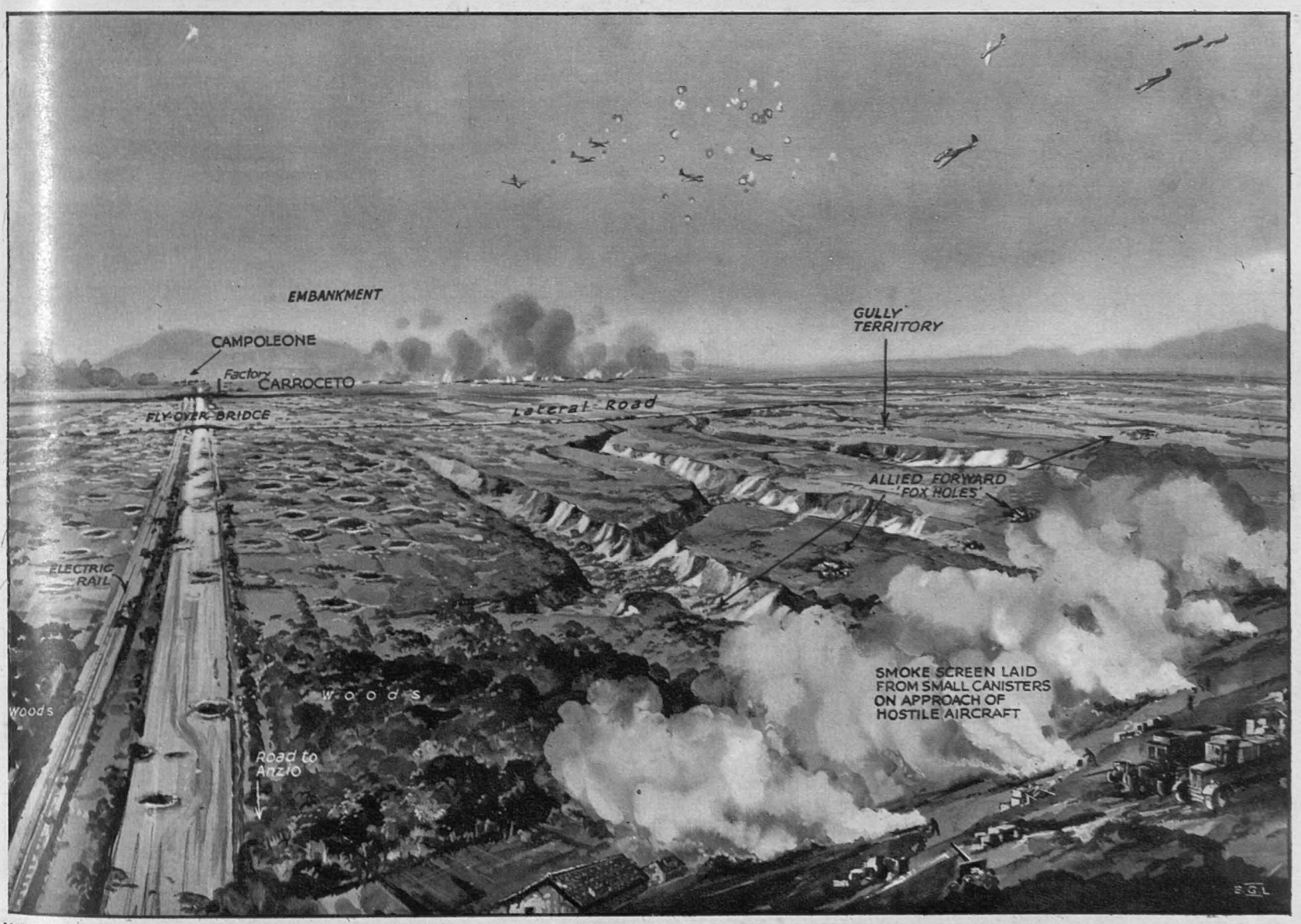


WHY THE GERMANS AT MONTE CASSINO WERE "BY-PASSED" in the big offensive against the Gustav Line: This diagram shows how the elevated gun positions of the Germans enabled them to check our advances. Our troops went around Cassino on both sides—with the anticipated result that the Germans had to leave the town in a great hurry

Below—**EIGHTH ARMY MORTARS IN THE OPENING BOMBARDMENT.** When the assault was opened, over 700 guns put up a terrific barrage which lasted for forty-five minutes. Among the guns firing were the 4·2-in. mortars of "A" Troop of a light A.-A. Regiment. The Troop has only recently changed over to mortars from Bofors A.-A. guns; and this was the first major action with the new weapon. During the night barrage they fired over 1,000 rounds into the enemy-held section of Cassino

AFTER THE CAPTURE OF SAN ANGELO, south-west of Cassino, by the Gurkhas: German prisoners, taken after half an hour of concentrated and accurate shelling, being brought in

ASSEMBLING FOR THE GREAT ASSAULT: At eleven o'clock on the night of May 11, General Alexander's Fifth and Eighth Armies opened their attack on the formidable Gustav Line. Substantial progress was made in the first few days in the face of stubborn enemy resistance, and this progress was sustained later. The picture on the left was taken in the initial stage of the assault: it shows infantrymen resting by the railroad whilst waiting to cross a river under cover of darkness. The picture on the right shows signallers of the Royal Artillery working in their dug-out on the side of the Garigliano River



WITHIN THE ANZIO BEACHHEAD: THE CHIEF FIGHTING AREA AROUND THE ROME ROAD, showing the gully territory and the Allied forward "fox-holes." A perpetual smoke-screen is now employed to cover our vital spots from the enemy gunners—*Drawing by E. G. Lambert*

The road from Anzio to Rome is so vital for the enemy to hold, so important to prevent an Allied advance, that the fighting has been persistent in that area, never ceasing by day or night. There have been heavy direct attacks at intervals, but when these were repulsed the Germans continued a constant artillery activity, with patrols keeping up the effort to find a weak spot. The main struggle lies south of Carroceto, which the Allies once held, with the now famous factory, which has passed from one belligerent to the other many times, but is now held by the Germans. South of the factory lies the light bridge, known as the "Fly-over," with small white houses on either side of the road. These belong to the semi-monastic body running the factory; they are now mere heaps of rubble, with the Allied lines running a short distance to the south.

The German positions run from the Alban Hills, which overlook the whole beachhead, across the road to Cassino and the "gully" country, where the spurs of the hills run down to the flat, marshy plain. These gullies, covered with scrub, drop some 80 to 100 ft. from the plateau and afford cover for the enemy, who also has the protection of the wooded country behind him, now bursting into full leaf. This gives him the opportunity of moving troops and guns in daylight. The Allies cling on to the fringe of the "gully" country, from which the enemy has in vain tried to move them.

All the high ground from the Alban Hills is occupied by the Germans, who have planted their long-distance guns in positions to dominate the Anzio-Nettuno beachhead, which can be seen clearly. Every day they drop shells on this area where Allied ships are delivering supplies, but now they can hit no direct target, owing to the smoke-screen which is kept up persistently.

FROM VLADIVOSTOK TO BREST

The New Alliance now in the Making between the Russia of the Soviets and the France of De Gaulle.

By FERDINAND TUOHY

AN alliance is being forged beneath our eyes, across Asia and Europe, which, if it need in no way awe a Britain governed by wise foreseeing, does none the less call for our close attention at this juncture of world affairs. The worst we could do would be to make light of the flowing tide.

Nothing in this new alignment of strength and social justice is being engineered out of sight. It is there for all to see and estimate, and it is the logical outcome of the present war against the hitherto uncontrollable German beast. Russia, Czechoslovakia and France have all been friends and linked in the past. They have all suffered terribly at the hands of the Germans. What more natural than that they should now be thinking of joining up again to face the future?

This they are the better able to do, according to their leading spokesmen, because none of the three covets what is in the possession of the other two, and because all three regimes have their peoples behind them in advanced policies of social and international legislation. The three feel that they can mutually aid one another on the internal as well as on the external plane, and this without menacing or injuring others; rather is it hoped to extend the alliance to others, beginning with Yugoslavia and Poland.

There have been frequent foreshadowings of this drawing together.

Perhaps the first concrete sign was when Stalin lost no time in recognising the French Committee as the Provisional Government of France, which he did not long after General de Gaulle's supersession of General Giraud in Algiers. The Russians were the first to send an Ambassador to Algiers, and now the Vichy Envoy in Moscow has had to make room for de Gaulle's Minister, M. Garreau. Between times, the warmest messages passed, culminating in de Gaulle's recent salute to "beloved and powerful Russia," with which it was his hope to cement "a firm alliance."

And here is an official broadcast from Algiers Radio: "The Russians are our natural Allies. There is no possible antagonism between them and us, no rivalry concerning territory, colonial or in Europe, no industrial or commercial competition. This alliance is not only the best, but the only really effective way of erecting a barrier against the German lust for conquest. On the condition, of course, that France shall be restored to her former position and not treated as a second-rate country. Russia is doubly dear to us for having immediately understood this necessity. Paris proudly awaits the hour when, beside our own troops, and the British and Americans, the Red regiments will march to the Arc de Triomphe through the frantic acclamations of the multitude."

Cabling from Moscow, Jean Champenois, of the Independent French Agency, gives the reactions of the Russians. I quote: "With respect to General de Gaulle's phrase about France and the U.S.S.R. being natural allies, this is approved by the whole of Soviet opinion. No one here doubts the General's sincerity. If France should join the Soviet-Czech Pact, it will become the corner-stone of European security, after the war. It will finally prevent any further Drang nach Osten or Drang nach Westen. In the past, France's fidelity to the Polish Alliance was often a hindrance to Franco-Russian projects for mutual aid. A definite reconciliation between the U.S.S.R. and Poland would cause this obstacle to disappear, and France could in her turn reconcile her friendship for Poland and Russia without having to sacrifice one for the other."

Czechoslovakia's role was adumbrated by Dr. Benesh on his return to London after signing the 20-year "all-in" alliance with Russia. He then said this act was part of a great political entity in the post-war security system. "We were unanimous in Moscow," he pointed out, "about working for an alliance with an independent, democratic and friendly Poland. This would mean an agreement between Czechs and Poles, Ukrainians, White Russians and Russians. It is in no way pan-Slavism, but an endeavour definitely to check the historic banditry of the Germans."

Concerning France, Dr. Benesh has repeatedly signified that what happened at Munich will not prevent a perpetuation of his country's alliance with the French. He too was among the first to recognise the French Committee, and he and General de Gaulle have met in Algiers as old friends who held a common faith, along with Mr. Churchill, in the now almost incredible days of 1940. In the belief of President Benesh, "Continental security demands a fourth principal pillar—France." So that it is not hard to visualise the Czechs welcoming the French into the prospective alliance.

The truth is that this alliance finds friends on several sides, and it may grow accordingly. I mentioned Yugoslavia as being a likely early candidate, and, in effect, this tormented land has past ties with France, Russia and the Czechs; ties which the rise of Marshal Tito will hardly have diminished.

This raises a question which must be present in many minds. If this far-flung alliance should materialise, will it mean that the whole Continent will be steadily bolshevised from end to end? That is, of course, what Goebbels will say. But need we follow him? May it not be more fitting to put faith, instead, in what some of the Resistance leaders affirm? Each of this brave fraternity who comes to London seeks to drive home the same thing. It is not true that the Resistance movements will break into universal Communism to-morrow! The Communists are playing a great part, but so are others, and, in any case, a common bond of suffering and sorrow has brought together Communists and former Reactionaries. They fight only for their countries now, and each side, Left and Right, has learnt a lot from the other.

Tito himself has said as much. He claims for the Communists the credit of having initiated the movement, but he takes pride in the creation from these small beginnings of a great all-party people's organisation representing all classes. It is a slander, he declares, to accuse his Liberation crusade of aiming at the bolshevisation of the country, the abolition of private ownership or the destruction of religion and culture. The other day, at lunch, General Velebit, Tito's representative here, said almost the same thing. And a few weeks previously, Emmanuel D'Astier, the French Home Secretary, had told us much the same about France, where he started the Resistance movement, at Lyons, in 1941.

These men speak off the record, answer questions, and one can have it further out with them *tête-à-tête*.

As long as we remain in ignorance of what the war may reduce the Continent to, we cannot say what form of rule the Continent will espouse in its majority. But we are told by men who should know that, as things stand at present, vast State-planned schemes for the betterment of the people will be introduced within the framework of liberal democracy; that government will be decidedly Left; and that the Communists will have a much-increased, though not a preponderant, influence. The probability is that they will be represented in the first Governments of Liberation, and things have been anticipated by the inclusion of two Communists in the French Provisional Government.

Some of the severe ordinances which aided Stalin may have been applicable to Russians, but they will not suit others in the West, who hope to come by the benefits accruing from the Soviet system, particularly in the economic sphere, without sacrificing their time-honoured acquisitions based on individual liberty and enterprise and a wide tolerance. That, at all events, is what these Resistance leaders tell us.

Pending days of elucidation, it is certainly not living in the clouds to examine the likely effects of the alliance now being forged. Essentially an alliance of peoples, out of suffering and towards hope, this new structure on the European Continent (and far beyond it, in farthest Asia and round the French Empire) can no more be left out of current plans for administering, policing, rehabilitating and redrawing Europe than eggs can be omitted from an omelette. That *would* be living in the clouds.

Geographically, the new pact would reach from Vladivostok to Brest, exception being made of 150 German miles separating Strasbourg from the Czech frontier. It would stretch more than 7,000 miles from the Pacific to the Atlantic. Within its borders would be everything necessary to the upkeep of several modern States. And anything from 350,000,000 to 400,000,000 people. Such a mass must have enormous influence not only on the early days of the Successor League of Nations, but on the powers and scope which will be attributed to the new edifice. The partners will support each other's interests, just as is already happening in the case of Russia preparing to hand over liberated Czech regions to Czech administration.

British policy will in due course be defined, and it would not be sound to indulge in anticipations, intelligent or otherwise, at this delicate moment. We are allied to Russia for twenty years. Our alliance with France still stands. We are on very good terms with the Czechs—and there is no reason why we should not go on being on good terms with them. As for other lands which may attach themselves to "Vladivostok-Brest," should it come to fruition, British prestige remains very high, despite sundry happenings which may have been necessary, but which have been hard to understand, by Britons no less than by foreign friends.

British leadership in the West, in close friendship with France, remains a high possibility, greatly desired by staunch friends, as we know. But it will have to be worked for. It will not become a fact unless we learn from past insufficiencies, notably in Italy. Though it is not fair to pass the buck to the liberating hosts: what we do politically from London will govern things just as much and even more. But here I shall quote from one whom we once trusted to conduct a difficult task, a man who knows foreign peoples. You may remember Sir Geoffrey Knox, who managed the Saar hand-over so well.

"We are to-day an integral part of Europe," writes Sir Geoffrey, "where our strategy and economic future is deeply engaged. If we turn these peoples against us by domineering over them or neglecting them, these hurts will rankle, as is the way of human memories, long after the part we played in their liberation is forgotten; and we may sow the seeds of one of the gravest dangers with which we can be confronted—a voluntary 'Continental System.'"

FEU DE JOIE IN MOSCOW—in celebration of Russia's victories over the Germans. A picture just received in London showing part of the great firework display given in the Russian capital in honour of the Red Army's great victories on the southern sector of the battlefield

WHEN THE DAY FOR INVASION COMES—The Army's "D" food-pack: When the British shock troops fling themselves ashore on the invasion beaches and start to dig in, they will be hungry and thirsty in all probability. In their packs will be a tiny cardboard box, which will supply them with both food and drink for the twenty-four hours before the supplies start pouring into the coastline of Nazi-occupied territory. These boxes are 5¾ ins. long, 4⅛ ins. wide and 2½ ins. deep; each contains two blocks of oatmeal, one meat block, two slabs of raisin chocolate, one slab of vitamin chocolate, ten biscuits, two packets of chewing-gum, four tablets of sugar, ½ oz. meat extract, salt, blocks of tea-sugar-milk, and boiled sweets. Weighing just over 2 lb., and representing 4,000 calories, the boxes contain the "highest food value in the smallest space"

AT THE FINAL MEETING OF THE DOMINION PREMIERS AT NO. 10, DOWNING STREET, Mr. Winston Churchill appends his signature to the historic Declaration: on the left are General Smuts and Mr. Mackenzie King; on the right are Mr. Curtin and Mr. Peter Fraser

The "KING'S PREMIERS"

Signing the Declaration Concerning the Empire's Future

Towards the end of last week, the Dominion Prime Ministers concluded their deliberations at No. 10, Downing Street. Each of them, together with Mr. Winston Churchill, signed an historic declaration to mark the termination of what is probably the most significant series of meetings in the history of the Empire. In the course of this, the "King's Prime Ministers" proclaimed to the world their support for the creation of a new League of Nations and their belief that after the war a World Organisation should be set up and endowed with power to prevent further aggression and violence.

For some weeks now, Field-Marshal Smuts, Mr. Mackenzie King, Mr. John Curtin and Mr. Peter Fraser have carried on their discussions, speaking for the great Dominions they represent—South Africa, Canada, Australia, and New Zealand. At times they have also attended meetings of the War Cabinet. The pictures reproduced here were taken at the final Session at No. 10, Downing Street when the joint Declaration about the Empire's future was signed.

THE CANADIAN PRIME MINISTER, MR. KING, signs the document as Mr. Churchill looks on during the final meeting of the Empire statesmen at No. 10

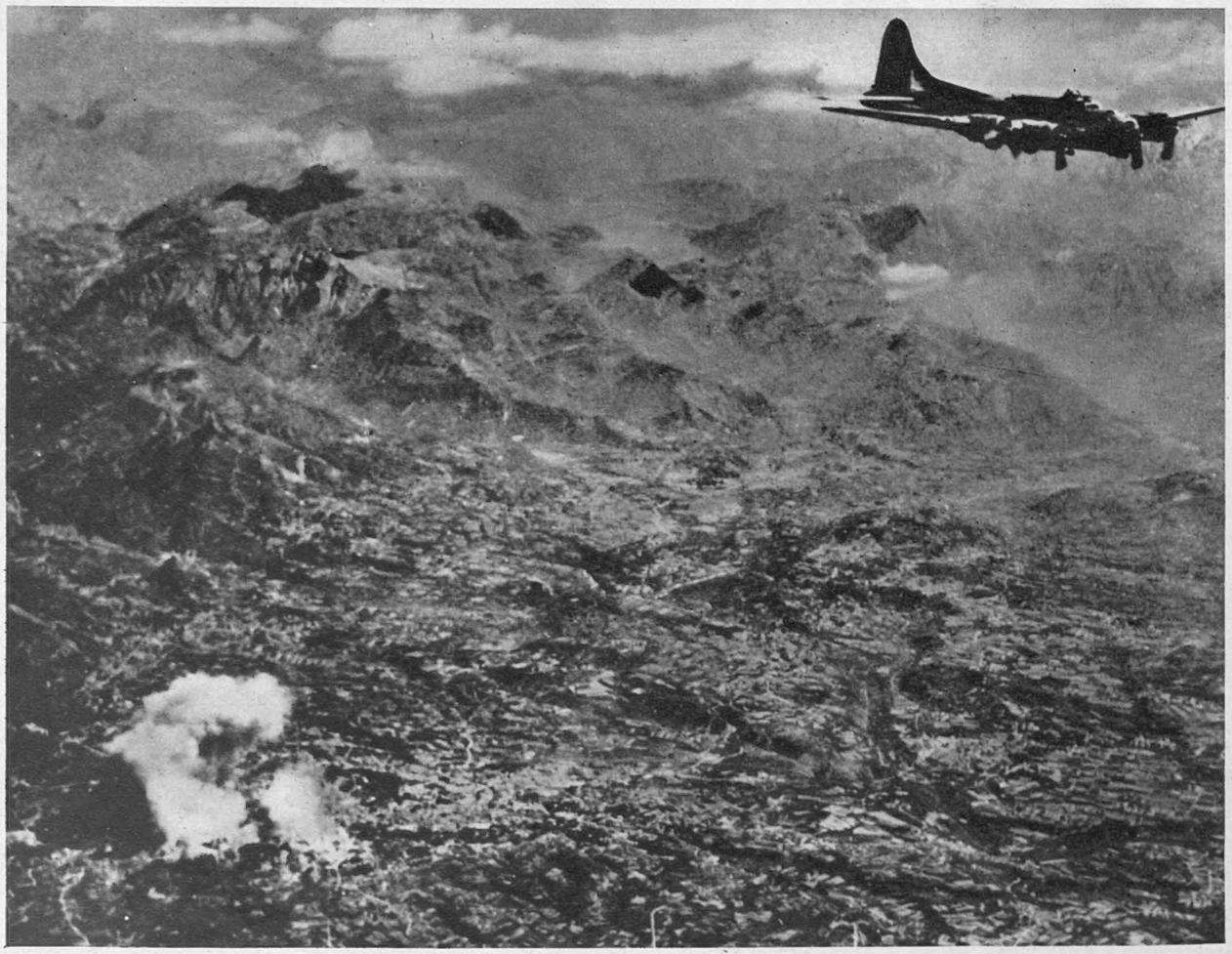
A STUDY OF MR. WINSTON CHURCHILL as he placed his signature to the long statement published at the end of last week

MR. PETER FRASER, PREMIER OF NEW ZEALAND, signs the formal Declaration on Empire policy after the war

MR. JOHN CURTIN INDULGES IN A TYPICAL AUSTRALIAN HOBBY. At Lord's cricket ground, to witness the match between the Army and the Civil Defence Services. He is accompanied by Mr. S. Christopherson, the President of the M.C.C.

BOMBING OPERATIONS OVER OCCUPIED EUROPE

New Pictures of Non-stop Attacks by Day and by Night

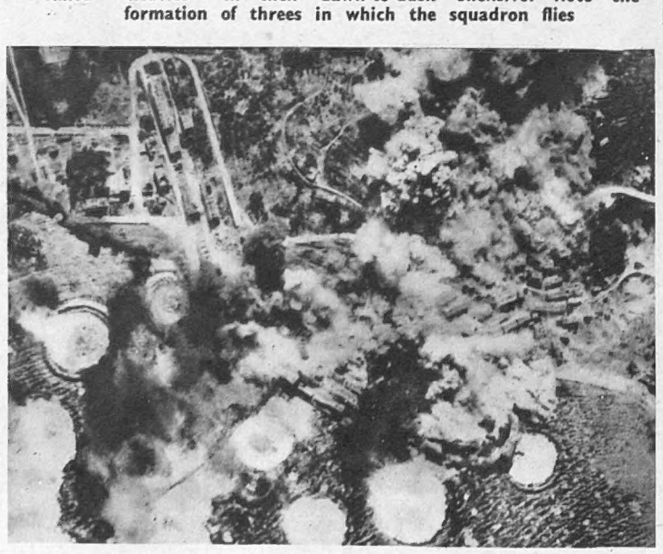


On left—In this picture, a B-17 Flying Fortress of the Fifteenth U.S. Air Force is seen on its way to the town of Varese, 30 miles to the north-west of Milan, and sitting at the foot of great mountains (which, however, proved no barrier to the bombers or their escort of Lightning fighters). The Fortresses had been briefed to blast the plant wherein Macchi single-engined fighters were being built for the use of the Germans. A month previously the same factory had been bombed by Wellingtons. In addition to Varese, another factory at Bresso (which also turns out Macchis) was similarly attacked

FLYING OVER ITALY FOR AN ATTACK ON VARESE, NEAR MILAN. Although sheltered by great mountains, the aircraft plant in that town was blasted during an all-out attack. Varese has been manufacturing Macchi single-engined fighters for the Germans. The attack took place by daylight on May 2

SPITFIRES AS ESCORTS TO THE BOMBERS OVER THE ITALIAN BATTLE-FIELD. A squadron of these fast fighters are here flying over mountainous country on their way back from escorting the Allied "heavies" in their dawn-to-dusk offensive. Note the formation of threes in which the squadron flies

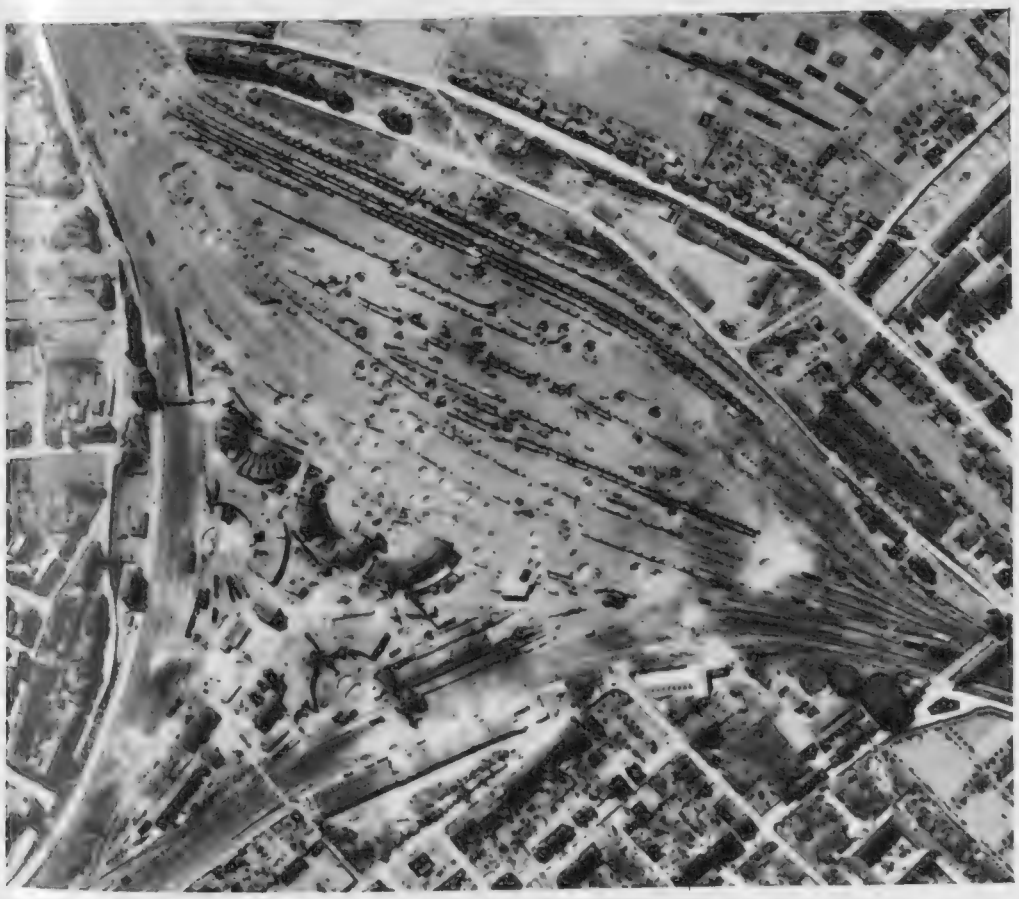
MARAUDERS MAUL A NAZI AIRFIELD: The bombers are directly over the German-held Schipol Aerodrome, at Amsterdam, on which their bombs are seen to be bursting. Schipol is one of the largest airfields in Europe, and it is strongly defended; but the Marauders have bombed it many times. German fighters covering the coming invasion area are based on this airfield



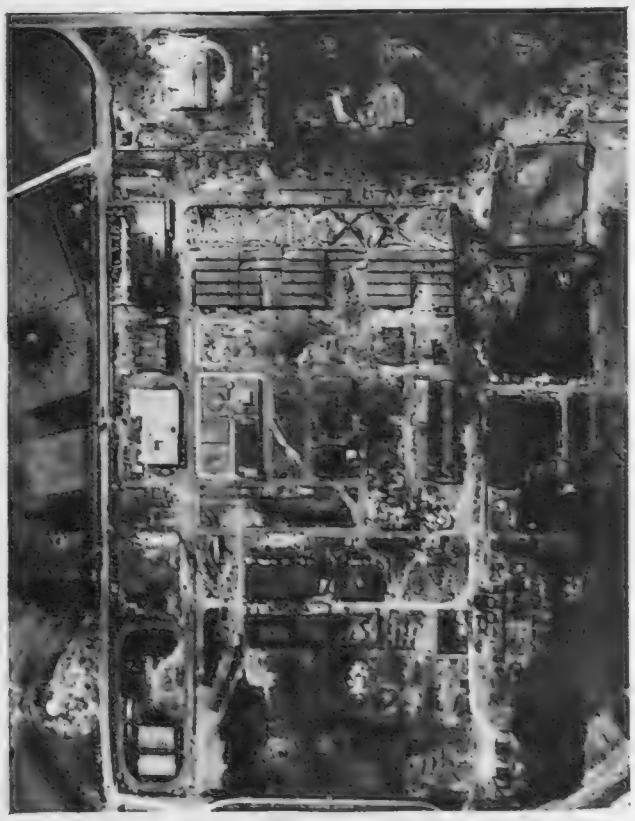
On left—
LIBERATORS ATTACK SAN STEFANO: A heavy attack by daylight was made on this port and its harbour installations on May 2. It lies on the Gulf of Genoa, and is an important point in the Nazi lines of communication to the south. The bomb-bursts in the picture show the effectiveness of the raid

On right—
THE RESULT OF A DAYLIGHT RAID: German transports lined up on an aerodrome in Occupied France are left riddled and burning hulks after fighter planes of the U.S. Eighth Air Force had attacked them in a low-level, strafing operation

WITH THE PILOT HOLDING THE AIRCRAFT STEADY ON ITS COURSE, A B-26 MARAUDER OF THE NINTH U.S. AIR FORCE PLOUGHS THROUGH A MENACING CURTAIN OF ENEMY FLAK to drop eight 500-pounders on an enemy target 12,000 ft. below. This Marauder was one of a formidable force which struck at Nazi military objectives in Northern France on May 9. The pilot was making his run-up to the target when the picture was taken, and the aircraft, consequently, had to be kept to its course, despite the heaviness and closeness of the enemy's anti-aircraft barrage



A DISRUPTED TRIANGLE AT METZ: At least 100 craters can be counted in the marshalling and reception sidings, and the damage and destruction to the tracks and rolling-stock by direct hits is considerable at these yards, which were attacked on May 1 by Flying Fortresses of the Eighth Air Force. All four of the engine round-houses have been severely damaged by direct hits and many smaller buildings are gutted or damaged at this main junction in Occupied France



R.A.F. NIGHT BOMBERS AND AMERICAN DAY BOMBERS HIT HARD AT A FRENCH AIRFIELD: On the night of April 29-30, 1944, R.A.F. bombers attacked the Clermont Ferrand-Aulnat airfield. The next day, April 30, U.S.A.A.F. day bombers followed up the attack with a second blow. So accurate was the bombing that, out of the many buildings and hangars in the south-east corner of the airfield (including the Atelier Industriels de L'Air), only the sick-bay was undamaged. Two very large hangars collapsed and nine others were severely damaged. Extensive damage was done to main workshops and offices, and forty smaller buildings stand roofless or totally destroyed. At least seven damaged planes were counted near by

BURMA AND THE LEDO ROAD

The Real Objective of the Present Campaign Against the Japs

—With Special Maps and Drawings

The making of the Ledo road, starting in India at the head-waters of the Brahmaputra, going down the Hukawng valley aiming to reach Myitkyina and the old road into China, is the real objective of all the fighting in Burma, Arakan and India. This has been somewhat obscured by the greater limelight thrown upon the struggle in Arakan, where the Japanese were defeated when they tried to encircle the British forces; and upon the Japanese invasion of Assam, bringing Kohima and Imphal into danger by being cut off from India. While these more immediately exciting events were taking place, the slow but steady pressing forward of General Stilwell's Chinese forces, driving out the Japanese from the Hukawng Valley, has been little noticed.

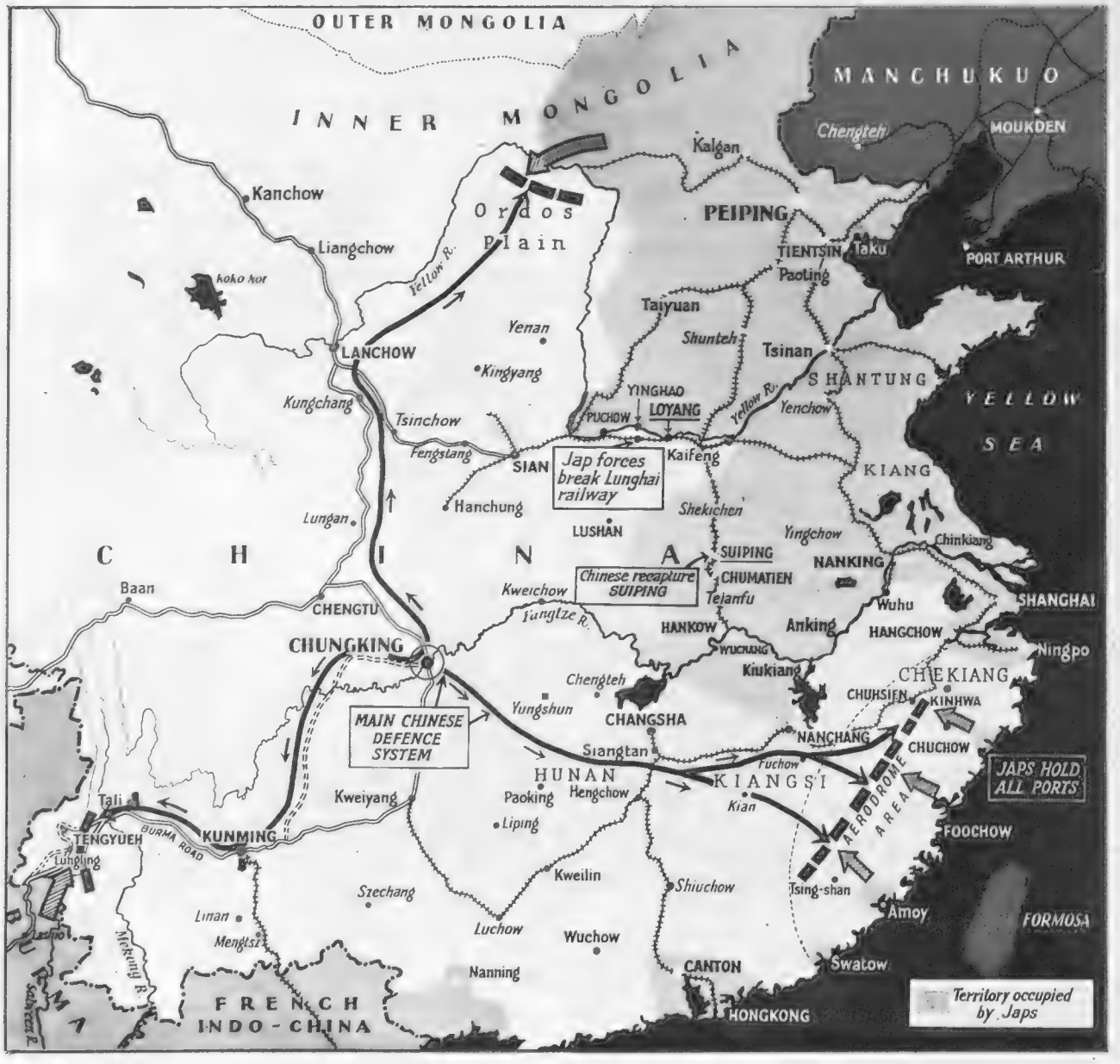
The whole campaign was planned when it was realised that the airborne method of supply to China, over the "Hump," was insufficient for the necessities of China. It was decided to take the incredibly difficult task of building a road through North Burma to link up with Kunming in Yunnan. To distract the exclusive attention of the enemy from the force which was to carry out this work, the Arakan campaign was planned and the airborne troops were dropped in the centre of Burma to harass the Japanese and to destroy their communications with the North.

General Stilwell's Chinese forces, trained by the Americans, began their operation last November, fighting through thick jungle, then in the more open Hukawng Valley with its many waterways. They defeated the Japanese at Shaduzup, fought their way down the Mogaung Valley to Warazup, which was occupied on April 22, and are now 40 miles from Mogaung. Closely following the troops, the road-builders carry on their work with a host of labourers.

The airborne troops operating from the Katha area have been busily occupied in cutting the enemy's supply routes, blowing up bridges, cutting the railway for 40 miles, blocking the road and the River Irrawaddy. They have held a strong-point at Henu, just north of Indaw, where the railway branches off to the east to Katha and Bhamo. Now the main problem is the rapidly approaching period of the monsoon. Can the Chinese reach the shelter of Mogaung and Myitkyina in time and be able to consolidate against the Japanese?

THE IMPORTANCE OF GENERAL STILWELL'S DRIVE IN BURMA: This has as its object the connecting up of Ledo with the old Burma Road, so that supplies may flow into China at a greater speed

FIGHTING IN A DIFFICULT



On left*—THE JAPANESE ATTACK THE CHINESE ON A VITAL RAIL SUPPLY LINE IN CENTRAL CHINA—*special* Sphere *map

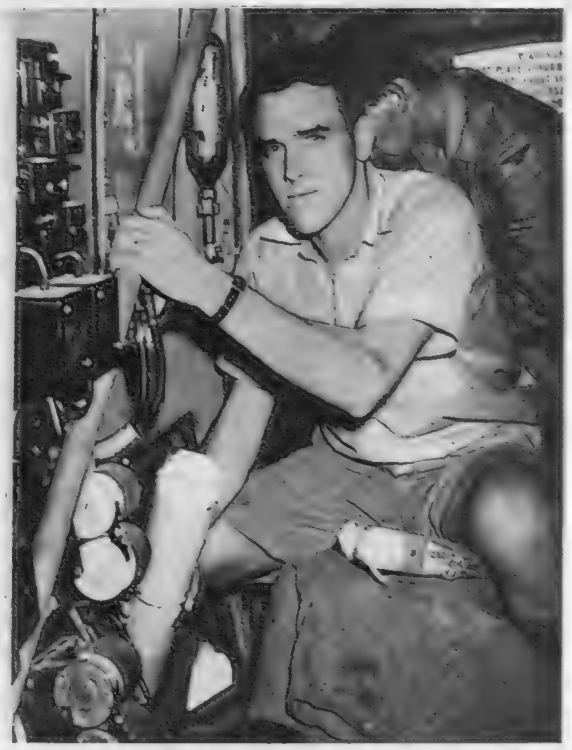
While attention has been concentrated on the operations in North-west Burma, the Japanese forces in Central China have been developing an attack on a vital supply line of the Chinese—the Lunghai railway, which traverses a main wheat-growing country. This operation, it will be noticed, has taken place on the edge of the area which has been held by the Japanese for a long period—the white area on the map indicating territory in which the Chinese held a dominating strength which made any advance by the Japanese liable to prompt and successful counter-attack either by well-equipped troops or by efficient guerilla bands. The railway attacked is one which crosses the main Peiping (Pekin)-Hankow railway from east to west. Chengshow Junction was captured on April 28 and the Japanese forces then moved westwards and surrounded Loyang after the city had been subjected to a prolonged air bombardment.

They may not have stopped to occupy the whole of the city; for they seem to have moved rapidly to a point 40 miles west of Loyang, cutting off the Chinese retreat. Jap tank columns careered along the north bank of the Gullow River, which runs parallel with the Lungshai railway. The operation is described as one of the biggest since 1938

COUNTRY NORTH OF KOHIMA: The Allied troops penetrate to the bamboo brakes on the rocky hill-sides to the north of the Manipur State capital—a terrain which gives full scope to the treetop antics and sniping tactics of the monkey-like Japs—*Drawing by Edward Osmond*

Recent fighting around Kohima has now taken the British troops into a mountain area in which the rock-strewn slopes lie in a new type of terrain—one covered with bamboo groves. This is the first occasion on which the fighting has been conducted in such a difficult country: it is indicative of the fact that we have now reached a zone near to the sodden jungle summits. The transitions as one climbs a mountain ridge in Burma may be quite abrupt. In a matter of yards, the rich, sappy jungle growth may be left behind and the more open jungle belt entered. The bamboo grows in great clumps from a definite root mass: its spears grow to a considerable height in those districts which are peculiarly favourable; a height of 100 ft. is not unknown. That indicated in the above drawing shows a more usual height, however. The clumps of bamboo may grow fairly close together, spaced in such a way that progress can only be made by dodging round a large clump. Sense of direction when doing this may easily be lost. The bamboo belt may end as suddenly as it began and be succeeded by alpine flora. Though less dank than the jungle itself, the bamboo zone has its own difficulties for fighting troops

DURING THE FIGHTING AROUND IMPHAL IN THE MANIPUR PLAIN: Smoke from bursting British shells envelops a Japanese position on the Tamu Road as the tanks go forward. Bitter battles were waged in this area for possession of the newly-constructed roads twisting over the steep hills into Burma



NEWSPAPERS FOR THE FRONT LINE IN BURMA: *Seac* is a newspaper for the Servicemen of the South-east Asia Command: it is produced in Calcutta and is then flown direct to soldiers on the Burma battlefront. In this picture, the sergeant-navigator of an Anson aircraft on the newspaper delivery-run is about to drop bundles to troops below

CARRYING SUPPLIES BY AIR TO THE "CHINDIT" FORCES OPERATING IN THE BURMESE JUNGLE. The coming of the monsoon rains and their attendant storms now threatens the military position in Upper Burma—*Drawing by Roland Davies*

THE WORK OF THE CHINDITS IN BURMA

And How They Operate Behind the Jap Lines

Special Sphere Drawings

The Chindits are the British troops who were dropped in Burma by air behind the Japanese lines. Their first commander was Major-General Orde Wingate, who has since been killed in an aeroplane crash. Since their landing on a hastily cleared airfield in the vicinity of Katha, the Chindits have been waging unorthodox warfare on the Jap lines of communication over a wide area. In one action alone they inflicted great losses on the enemy—estimated at over 1,000 killed; and it is considered that the ratio of losses generally is ten to one against the enemy.

Since their arrival behind the Jap lines, our troops have been supplied with ammunition and food by aircraft. The manner in which this has been carried out is indicated in the two drawings reproduced here. Generally, ammunition is packed in 500-lb. bomb-cases and dropped by parachute; rations are dropped in panniers of basketwork, also by parachute. The aircraft carrying out these duties make for specified clearings in the jungle where Chindit parties are in waiting for their coming.

HOW THE SUPPLIES DROPPED BY AIR REACH THE GROUND FORCES. "Chindits" operating behind the Jap lines gather up ammunition and rations as they are dropped in special containers—*Drawing by H. P. Burton*

Of late, however, the principal topic of conversation throughout Burma has been the coming of the monsoon, and how this event will affect the continued operations of the Chindits. The monsoon usually breaks about the middle of May and lasts until September: the average rainfall in Arakan is 200 ins. to 250 ins., which means that for nearly half a year there must be a pause in the land fighting and a restriction in air operations. The difficulties in flying are considerable, owing to bad visibility and storms during the rainy season: considerable anxiety had, in consequence, been aroused in many quarters, as the Chindit forces depend so largely on airborne supplies, and these were thought to be in jeopardy during the coming weeks. But Major-General Howard C. Davison, who commands the Strategic Air Force in Burma, has recently stated that he is certain that all our troops who need to be supplied by air during the monsoon will get their supplies. The General was in the Indo-Burma theatre during much of last year's monsoon: he declared that, because of the experience gained then and the construction of more all-weather airstrips, the problem this year would not be so difficult, although, naturally, the Allies have to reckon with diversions and delays caused by the bad weather conditions

THE OPERATIONS OF THE CHINDIT FORCES BEHIND THE JAP LINES: Blowing up a bridge over a tributary of the Irrawaddy River in the Katha area, where the main base of the airborne British troops is located—*Drawing by W. G. Whitaker*

One of the many battles fought by the Chindits against the Japs is depicted in the drawing above. It took place in the heart of Jap-held territory and resulted in the creation of a road and rail block across the enemy's supply route near Henu, to the north of Mawlû. This block is now strangling the Japanese supplies from South Burma to the Mogaung Valley front, where General Stilwell's Chinese forces are advancing southwards. Details issued from the Chindit Headquarters claim that the Japs have suffered a "decisive defeat" in the most bitter fighting. During the action (which was the fourth battle to take place at this point) it was conservatively estimated that the Japanese had lost over 1,000 killed

ATTACK BY AIRCRAFT ON THE JAP LINES OF COMMUNICATION ALONG THE RIVERS OF BURMA: A formation of Spitfire fighters diving down on a flat-topped river-tanker on the Irrawaddy, where attacks of this nature are constantly being made—*Drawing by E. G. Lambert*

Coincident with the land operations in North-west Burma, aircraft of the Allied air arm, based on airfields situated at varying distances from their objectives, have been attacking the main supply routes of the Japanese. R.A.F. planes and fighter-bombers of the Tactical Air Force have been out almost daily. This means that they have crossed the frontier mountains and jungle area to reach targets stretching from positions as far north as Kamaing and Myitkyina to as far south as Moulmein, the port at the mouth of the Salween River and eastward of Rangoon. Points on both the Chindwin and Irrawaddy Rivers have been bombed. Heavy bombers of the Tactical Air Force have attacked railway yards at Ywataung railway; locomotives and rolling-stock have not escaped. The air Commando force of the Chindits dive-bombed the railway north of Mawin. An important target has been the port of the oil pipe-line to Rangoon at Prome, some 150 miles north of Rangoon. The tanker shown here was in all probability working in connection with this oil base; this well-constructed vessel may well have been one of those used prior to the occupation of Burma by the Japanese

WAR by SEA and AIR in the PACIFIC

New Photographic Material from the Far Eastern Theatre of War

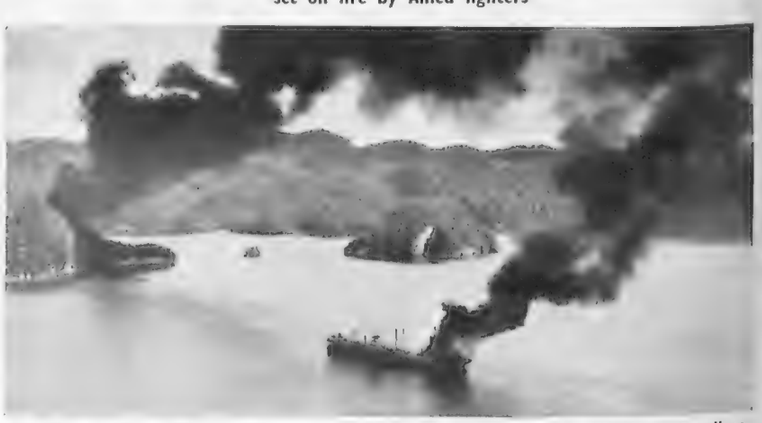
THE ROYAL NAVY SURPRISES THE JAPS AT SABANG, IN NORTHERN SUMATRA: After the attack by bombers from the aircraft-carriers, Japanese planes burn fiercely on the aerodrome. All our planes returned safely, except the one whose pilot was rescued by a British submarine

THE SUBMARINE COMMANDER who rescued an American pilot: Lieut.-Commander Anthony Collett, D.S.C. (on right), with Lieut. Dale C. Klahn (centre), whom he rescued by surfacing his submarine under the fire of Jap shore batteries when the American baled out during the attack on Sabang. On the left is Captain H. M. C. Ionides, R.N

VAST COLUMNS OF SMOKE rising from bombed oil-tanks and machine-gunned Jap planes at Sabang. Smoke from the enemy installations on shore adds to the general picture of Allied success

A GENERAL VIEW FROM ONE OF THE ATTACKING PLANES AT SABANG. It shows a blazing oil-tank, with oil spreading out over the harbour; burning docks; warehouses and ships. In the foreground is a Japanese destroyer which was set on fire by Allied fighters

THE SUBMARINE RESCUES LIEUT. KLAHN after his plane had crashed in the sea. The vessel is seen as a dot on the extreme right. At dawn on April 19, bombers escorted by fighters (operating from aircraft-carriers) and covered by a powerful Allied Fleet carried out a successful surprise raid on Sabang and Lhenga airfields, in Northern Sumatra. Heavy bombs were used by the big aircraft, whilst the fighters strafed the ground targets. At Sabang many direct hits were made on the dock-yards, power station, wharf, barracks, hangars, workshops and radio station. Twenty-two enemy planes were destroyed on the ground. An oil-tank, hit by a 1,000-lb. bomb, was left burning, with smoke rising to 700 ft. One of our aircraft was forced to land in the sea, but the American pilot was saved by a British submarine, which surfaced and carried out the rescue under fire from Jap batteries



JAPANESE SHIPS BURN DURING AN AMERICAN ATTACK in the Western Carolines. The vessel in the foreground was trapped off Palau by planes from a U.S. Carrier Task Force during a three-day assault on enemy bases in the Western Carolines recently. Black smoke rises behind the island on the left from another enemy vessel set ablaze by bombs. Forty-six Japanese ships were sunk or damaged during the attack by surface units and bombers of the Task Force, which also blasted Japanese positions, destroyed 160 aircraft and probably wrecked fifty-four others

MORE LIGHT ON THE JAPANESE STRENGTH AT THE GREAT NAVAL BASE IN TRUK LAGOON. This picture, one of the clearest yet received, shows the wreckage of Jap oil-tanks in Dublon Town, the heart of Truk atoll, following an attack by carrier-borne aircraft on April 30. Japanese buildings and housing installations on Dublon Island were levelled and the oil-tanks exploded

Operating from carriers of a powerful U.S. naval force, American bombers carried out their first big raid on Truk on February 16-17. Heavy damage was inflicted on that occasion: since then, however, operating from land bases in the Marshall and Solomon Islands, quickly prepared for Allied occupation by American Construction Battalions, or "Seabees." American aircraft have carried out more than twenty heavy attacks on Truk up to the end of April alone. Truk is Japan's largest base in the Central Pacific: it has often been described as a Jap "Pearl Harbour," but in reality little is known of the full strength of the installations there. The lagoon is 40 miles across, large enough to accommodate the entire Japanese battle fleet, and it is protected by a reef. Of late, the Americans have enlarged their knowledge of the atoll by means of aerial reconnaissance and photographs taken during their never-ceasing raids. The above is one of the best of these yet to hand from the Pacific theatre of war

AMERICAN NAVY BOMBERS PEELING OFF FOR AN ATTACK ON TRUK. This picture was taken during the raids carried out on April 29 and 30. The bombers have come from an American carrier: their objective was the Jap radio station on Ulale Island, the smoking wreckage of which is seen below

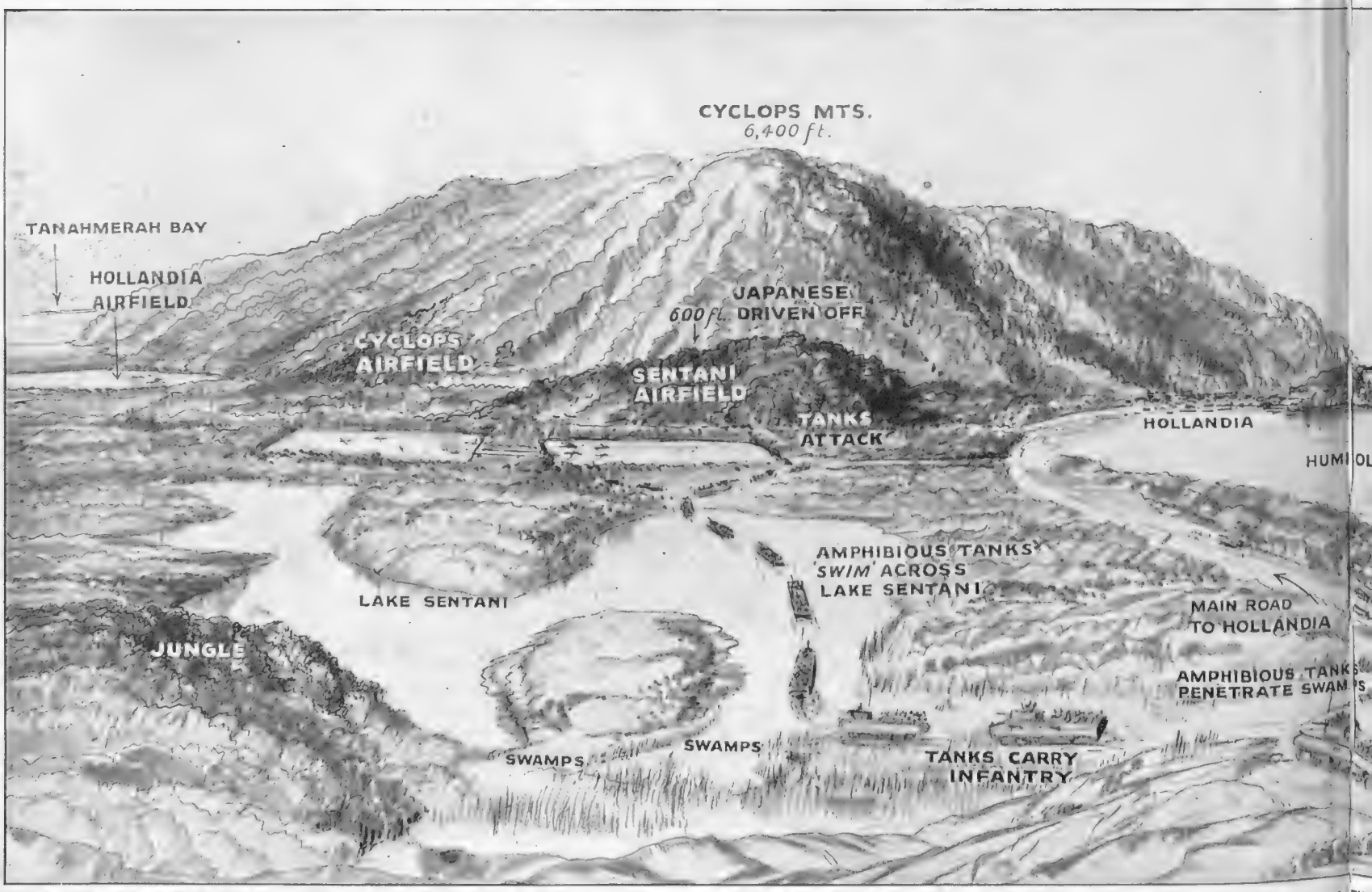
BIG AMERICAN WARSHIPS OFF KWAJALEIN. After the capture of the Marshall Islands, the "Seabees" (Construction Battalions) soon got to work—with this result. The rows of tents on the island house the men who are now rebuilding the base. Lying off the island are some of the ships of an American naval Task Force

The CAPTURE of HOLLANDIA in DUTCH NEW GUINEA

The Part Played by the Cruiser "Shropshire," and the Employment by the Americans of Amphibian Tanks

Special Sphere *Drawings*

APRIL 22, 1944. THE INVASION OF DUTCH NEW GUINEA BY THE ALLIES. Landing-craft line the shore at Tanahmerah Bay (thirty miles north of Hollandia). With smaller landing-vessels manœuvring in the bay, the L.S.T.s are unloading their heavy burden of supplies on the beach. In the background are the rugged New Guinea mountains of the Cyclops range. This landing was one of three carried out simultaneously, all of which had as their initial objectives the capture of the Jap airfields. The Tanahmerah Bay force had only slight opposition to overcome: landings were made at two points and a converging movement on the Hollandia, Cyclops and Sentani airfields was at once begun



HOW THE JAP AIRFIELDS AT HOLLANDIA WERE ATTACKED: AMPHIBIOUS TANKS LAND FROM THE SEA, TAKE TO THE ROAD, AND THEN "SWIM" ACROSS THE Sentani airfield. Every type of landing and amphibious craft was used and provided a fantastic spectacle as they moved towards the beaches in hundred

—*Drawing by Percy Home*

HOW THE NAVY ASSISTED AT HOLLANDIA: EVERY TYPE OF NAVAL ARTILLERY LAID DOWN A CURTAIN OF FIRE, lighting up the darkness before dawn. In this picture the vessel to the left is a Tribal class destroyer: that to the right is the Australian cruiser "Shropshire" (given by the British Government to replace H.M.A.S. "Canberra," sunk at Guadalcanar)—*Drawing by Montague Dawson*

The Americans have shown the greatest ingenuity in devising war vehicles, from the universal "jeep" to more complex types. One which is evidently an adaptation of the "Duck" appeared during the attack on the Hollandia district of Dutch New Guinea (see drawing on left). "Amphibious tanks," it was stated, had taken a vital part in the capture of two out of three airfields which lie under the shadow of the Cyclops range, which rises to over 6,000 ft. behind the town and port of Hollandia. After landing on the shore of Humboldt Bay, they rumbled along the motor road which skirts the shore and then turned towards the southern edges of Lake Sentani. The Japs had concentrated in some strength on a hill just to the north of the Sentani airfield. By approaching from the south, these amphibians were able to close in upon the Japs from the south, while other troops attacked direct from Hollandia itself. Their route took them through patches of jungle and swamp, and then, when they reached the shores of the lake, they took to the water and "swam" towards the northern shore, where the Sentani airfield lies in close proximity to the second airfield, the Cyclops. These tanks carry infantry with them, and the tank-borne troops rapidly secured first the Sentani airfield and then, moving westwards, successfully attacked the Cyclops airfield. The third airfield, the Hollandia, was left to a later operation

THE MARSHY LAND in their path towards the dreds: not one was lost (See *notes at right*)

AMERICAN "MASS-PRODUCTION" METHODS APPLIED TO INVASION! In modern amphibious warfare, where time is a vital factor, roller conveyors are used to hasten the unloading of landing-craft. This scene was taken at Tanahmerah Bay just after the first troops had gone ashore for the invasion of Dutch New Guinea

THE 40-FT.-LONG SUBMARINE AT FULL SPEED ON THE SURFACE. The skipper on deck gives his orders by microphone to the crew below: when nearing the target he will go below. The periscope tubes are behind him, with a guard-rail; the mast at the right is an air vent and a support for the captain at the same time: note the special waterproof suit he is wearing

THE HARNESS WORN BY THE CAPTAIN when on deck is attached to the mast. The latter is lowered when the vessel dives beneath the surface

More About THE MIDGET SUBMARINE and HUMAN TORPEDO

The speed, range and armament of the midget submarines of the Royal Navy are still secret. But certain other details have been made public by the Admiralty, and these are shown in the pictures reproduced here. As stated last week, the crew of each vessel consists of three officers and one rating: the length of the submarine is 40 ft. Normally, the crew work under the orders of the captain, who remains above deck; but when going into action he, too, joins the rest below. At speed on the surface, only about two feet of the submarine shows above the water. The only superstructure is a guard-rail for the two periscopes and a mast-like air vent, which also supports the captain when on deck. When the vessel dives this mast is retracted. At one place in the hull a normal-sized man can stand up in comfort. The men on board live on tinned food

THE HATCH THROUGH WHICH THE CREW PASS INTO THE INTERIOR; a close-up of the periscope tube with its guard-rail (on extreme left); the little platform which carries the captain's microphone and harness; and the retractable mast (on right). The deck of the craft is extremely narrow, but the vessel broadens out considerably below the water-line. When under way, only two feet of the submarine appears above the water

THE DRIVING POSITION: The two men comprising the crew have taken their seats. No. 1 in front is protected by a shield; No. 2 is more exposed. The torpedo is driven on the surface in this manner until nearing the target, when torpedo and crew then submerge and approach the target from below. The human torpedo can dive down about 100 ft.

FRONT AND SIDE VIEWS OF THE SUITS WORN BY THE TORPEDO CREWS—two pictures taken during their recent inspection by the King. When preparing to set forth, the front plate is screwed down and the men breathe through oxygen masks. They can remain in their suits for many hours

HOW THE HUMAN TORPEDO TAKES OFF from the side of the parent ship. The length of the craft is 21 ft.: it settles down in the water when the crew take up their positions until only their heads and shoulders are visible. No. 1 does the steering, the dials in his compartment being luminous and easily read under water

THE SPECIAL DIVING-SUITS WORN BY THE CREW OF A HUMAN TORPEDO. The men are completely encased: they breathe through oxygen masks from special bottles strapped to their backs. Note the big knife carried in the left-hand boot

The human torpedo is no toy, but a practical weapon of destruction which has already been proved in action. It measures 21 ft. in length and has places for two: these are, in reality, built in the special superstructure which is placed on top of the torpedo. When the crew of two have clambered down the ladder on the depot ship's side, they flop into the water and submerge themselves by unscrewing a valve in the top of their helmets to let out the air. Then, lying on their backs like grotesque fish, they place a leg astride the saddle and slide into position. The propeller at the torpedo's rear sends the device away and drives it to the target. The dials in front of No. 1 are luminous and allow him to steer easily when under the water. The men can stay in their suits and astride the torpedo for many hours. The woollen clothing they wear, several layers of it, maintains the normal circulation of the blood and the hands remain warm even under water. On approaching the target the torpedo becomes submerged and the subsequent operations are carried out from below the surface

The PARTISANS of YUGOSLAVIA

And their Continued Offensive against the German Forces of Occupation

Under Tito's organisation the fighting in Yugoslavia never dies out, but flares up into greater activity every now and again. The Germans, too, make special efforts, at intervals, to round up the guerilla army and bring some kind of rest to their forces in the Balkans. They started an offensive in considerable force, aided by tanks and the *Luftwaffe*, at the beginning of April, but the Partisans, though harassed, managed to elude capture. They do not hold lines, or towns, if the pressure is too great, but slip away and cut in somewhere else. They are constantly taking towns, maintaining them for a period, giving them up if the enemy arrives in great strength, retiring to the hills where they wait for further opportunities. They took Zagreb in this way, with great dash and courage, but have not the steady background to keep an important city for any length of time. They make a raid upon a town, seize prisoners, destroy important positions, and are away before the Germans can counter-attack.

Now that Tito has been receiving an ever-growing flow of supplies from the Allies, he has been able during the past two months to attack the Germans with greater force. With the help of the Allied Navy and Air Force, he has succeeded in regaining many of the islands along the Dalmatian and Croatian coasts, including Solta (outside Split), and Kercula, halfway between Split and Dubrovnik. The Germans continue to hold the main railways, and centres of communication, but the railways have to be guarded when special trains are running.

Since the beginning of May the Germans have been pressing Tito's forces back from the Belgrade zone. They have persuaded the Bulgarian Army to take part, and fighting is going on in Macedonia. Tito has been making a counter-offensive in Montenegro, and has now started a strong offensive to prevent the Germans from using the escape routes down the Vardar and Ibar Valleys into Greece. With his army, estimated at 250,000, Tito is ready to take part in any Allied plan for operations in the Balkans.

HOME FROM A MISSION TO TITO : Brigadier MacLean in London. The 6-ft. Cameron Highlander parachuted into Yugoslavia last year as leader of the British Military Mission to Marshal Tito. He was elected Conservative M.P. for Lancaster in 1941 : all of his time since has been taken up by military service abroad

THE BRITISH R.A.F. WITH THE YUGOSLAV PARTISANS. As promised by Mr. Churchill some months ago, "every effort in our power will be made to aid and sustain the Yugoslav guerillas." Consequently, members of the R.A.F. are operating with the Partisans : women soldiers of the guerilla forces do their washing. The one on the extreme left was a schoolteacher until a few months ago

IN THE HEART OF ENEMY-OCCUPIED TERRITORY : Dennis Johnson, of the British Broadcasting Corporation, has been recording incidents with the Partisan forces. A group of them—men and women—are here listening to the "playback" of one of their recordings

IN THE YUGOSLAV REFUGEES' CAMP NEAR SUEZ. The Yugoslavs are a gay people and love their traditional national dances. They also like, occasionally, to change to some of the more modern Western dances, provided that these are lively ones

THE MIDDLE EAST R.R.A. HELPS YUGOSLAV REFUGEES : They have elected their own committees to help run the camp. Here is one in session, with a portrait of their leader, Marshal Tito, in the background. Refugees from German reprisals against the people of Yugoslavia, who continue their magnificent fight for freedom after three years of occupation, are cared for by the Middle East Relief and Rehabilitation Administration. Women and children driven from their homes, and men wounded and no longer fit to carry on the struggle in Yugoslavia, find a temporary home in a large camp at El Shatt, Sinai, not far from Suez. The camp is administered by a staff of British and South African officers, helped by members of the Friends' Ambulance Unit, British Red Cross, and Queen Alexandra's Imperial Military Nursing Service, working in collaboration with a central committee of the Yugoslav refugees at the camp. Living in Army huts and tents, they are rebuilding their individual family and communal lives. The camp is valuable experience in preparation for the bigger job of helping the liberated peoples of Europe along the road to reconstruction

THE R.A.F. TO TRAIN THE YUGOSLAV PARTISANS : The signing of a new agreement. Air Marshal Sir Keith Park, Air Officer Commanding-in-Chief in the Middle East, and Colonel Piro, Marshal Tito's Chief of Air Staff, have just signed an agreement whereby a special Yugoslav contingent will be formed to operate within the framework of the R.A.F. The ceremony took place at R.A.F. Headquarters, Middle East The training of the Yugoslav airmen, specially selected by Marshal Tito, will take place in the Middle East Air Command

THE YUGOSLAV PARTISANS UNDER THE COMMAND OF MARSHAL TITO CARRY OUT ONE OF THEIR DARING RAIDS ON ZAGREB. This was for the purpose of securing important documents and capturing German soldiers in the Nazi-held town—*Drawing by W. G. Whitaker*

The Partisans of Yugoslavia constitute a never-ending threat to the Nazis in the Balkans: it is for this reason that so many German divisions have been pinned down when their presence would have been welcomed on other fronts. The drawing above depicts a typical raid in which the fearless guerilla fighters have specialised: the incident took place in the town of Zagreb, the strongly-held Nazi centre in Croatia (whose capital it is). The Partisans wished to secure some important documents: they boldly invaded the town by night, attacked the buildings wherein the documents reposed, made their haul and then withdrew—with nine German soldiers as their prisoners. Not a town in Yugoslavia, no matter how strongly held by the Nazis, is safe from the attack of the men under Marshal Tito's command. Their continued offensive against the enemy forces of occupation forms a real "front," which is being fitted in to the general pattern of the Allied plans

GENERAL MIHAILOVITCH IN THE FIELD

GENERAL MIHAILOVITCH (second from left) with members of his staff during an open-air conference in Yugoslavia. The General is supported by King Peter, but is at variance with Marshal Tito

THE BEARDED GENERAL (who is also War Minister in King Peter's Cabinet) photographed with British liaison officers at his headquarters. One of the latter is a Brigadier and one a Colonel

AN ALFRESCO LUNCH at the Field Headquarters of General Draja Mihailovitch (in centre, wearing haversack) during the celebration of King Peter's birthday

YUGOSLAV FORCES UNDER THE COMMAND OF MIHAILOVITCH photographed at a camp in the Bosnian Hills. These forces work quite independently of those of Marshal Tito

TWO STRIKING INCIDENTS DURING the WAR by AIR OVER EUROPE

An Air Battle Over Munich, and a Fighter Onslaught North of Rome—*Depicted by a Sphere Artist*

GERMANY'S "TANK-BUSTER," and how it has been equipped with two 3·7 cannon-guns

The picture reproduced here comes from Germany itself, where it has been used by the *Luftwaffe* for publicity purposes. It purports to show how the comparatively new Ju. 87 has been fitted with two big cannon-guns to operate against tanks on the ground. The Germans are reported to have set great faith in this warplane as an anti-invasion weapon: they say that one of their "ace" pilots, Commander Rudel, has destroyed 200 tanks on the Russian front with these long-barrelled guns attached to the sides of the under-carriage. The Ju. 87 is the Nazi dive-bomber which has figured in many different campaigns: the above is probably the latest version. This is the aircraft which is fitted with two sirens in the landing-gear legs, to terrify the troops it is attacking on the ground

AIR COMBAT OVER THE CRATER LAKE OF BRACCIANO, WHEN EIGHT R.A.F. SPITFIRES DESTROYED NINE ME. 109'S. The lake occupies an ancient volcanic crater north of Rome—it is 22 miles in circumference. The enemy planes crashed in the woods on the north side of the lake—*Drawing by Roland Davies*

Eight Spitfires of the R.A.F. were returning from an uneventful sweep in Italy when they spotted eighteen Me.'s, all carrying long-range tanks, flying northwards at only 1,000 ft. above Lake Bracciano. The Spitfires dived on them from 11,000 ft., and four minutes later there were nine blazing wrecks in the woods fringing the northern edge of the lake. "We were so low," said one of the British pilots, "that we could clearly see them blowing up as they hit the ground like someone setting off Roman candles. The Me. pilots were surprised and didn't have a chance." All the Spitfires got safely back. Lake Bracciano is 22 miles in circumference and nearly 1,000 ft. deep: it is one of the evidences of former volcanic existence to be found both to the north and south of Rome. Just as in the case of Monte Albano (which overlooks the Anzio beachhead), its sides are seamed with radiating river gullies, several of which reach the sea south of Cape Linaro: some of the streams reach almost as far south as the mouth of the Tiber

On left—**GERMAN FIGHTERS FORM A CIRCLE AROUND AN AMERICAN BOMBER GROUP NEAR MUNICH—and what happened then!**

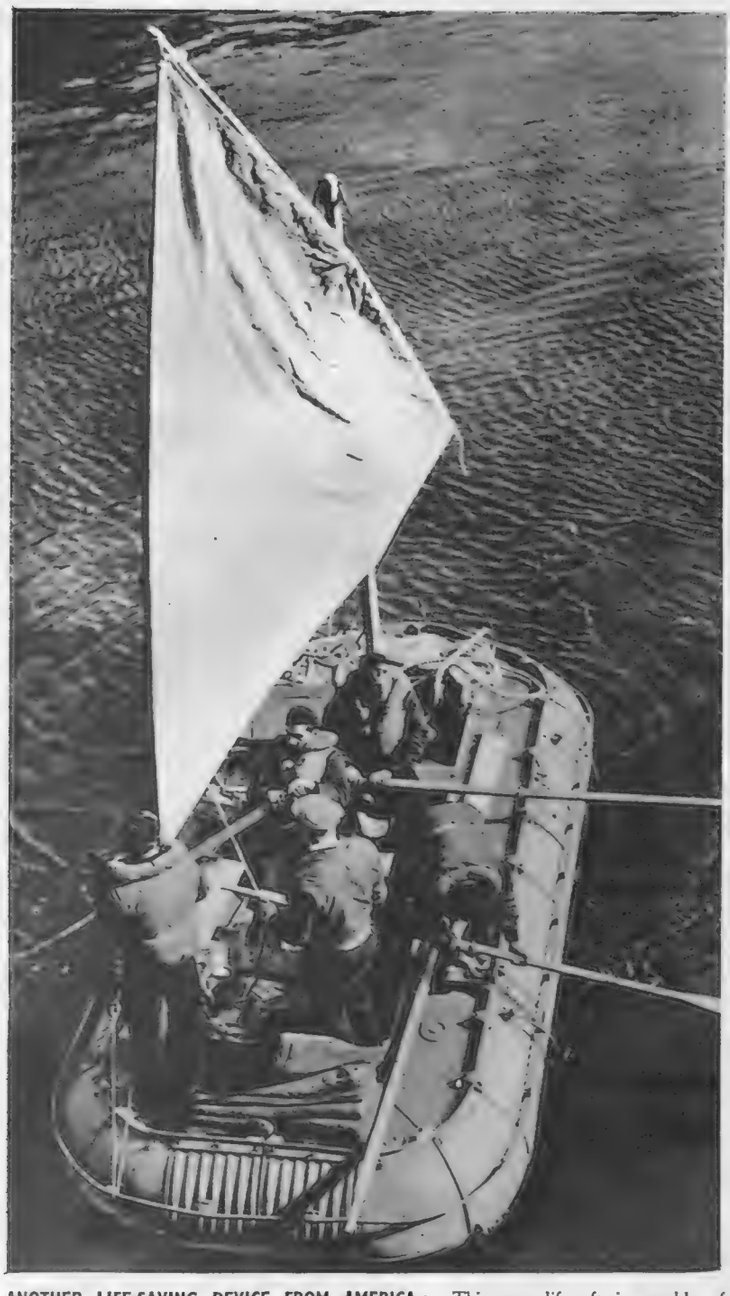
—*Drawing by Roland Davies*

The bombers had dropped their load and were cruising back over Munich with a number of Mustang fighters following protectively; it was a beautiful day, according to the pilots. Suddenly a group of Messerschmitt 109's were spotted. As the Americans were about to turn into them, another eighteen Messerschmitt 110's were seen flying in a group at about 17,000 ft. The fighters at once engaged them and were met with a stream of fire, every German nose spurting flames "like a big rainbow." The enemy aircraft formed a wide circle and moved downwards in a counter-clockwise formation, each German trying to protect the other's tail. As soon as there was a sizable gap between the enemy planes in the circle, the American fighters peeled off from their formation, pumped on the straggler's tail, picked him off and climbed up again before the next Messerschmitt in the circle could fire. The Americans continued to swoop down, pepper an aeroplane and climb out of firing range for half an hour. The enemy were circling over a huge airfield covered with parked Me. 110's. Eight of the pilots from the single Mustang squadron claimed to have damaged or destroyed seventeen out of the eighteen Messerschmitt 110's in this fantastic battle. Nine of the enemy were destroyed, one was probably destroyed and seven were damaged

MASSED AIR EQUIPMENT FOR COMING OPERATIONS OVER EUROPE: A scene at a base in England of the U.S. Ninth Air Force. These are the fuselages of gliders which have just emerged from the huge packing-crates seen behind: they only need their wings to be ready to take off. They will then be loaded up with cargoes for the liberation of Europe

AROUND THE BATTLEFRONTS OF THE WORLD

A Collection of Pictures Showing War Activities in Many Different Theatres



ANOTHER LIFE-SAVING DEVICE FROM AMERICA: This new life-raft is capable of carrying twenty men. It is of all-metal construction, and carries on board facilities for cooking, food, special protective clothing for the shipwrecked mariners, sails and a canopy under which to shelter from the weather. It is here being demonstrated by members of the U.S. Coastguard Service

THE FRENCH ADMIRAL WHO HAS BEEN SENTENCED FOR TREASON: Admiral Edmond L. Derrien on trial in Algiers for having surrendered the naval base at Bizerta and a portion of the French Fleet to the Germans in November 1942. He was sentenced to solitary confinement for life. He is sixty-one years of age and will henceforth be confined to a cell in complete seclusion

MARLENE DIETRICH ENTERTAINS THE FRENCH NAVY: The former German actress, who is now one of Hollywood's big film stars, has recently been entertaining French troops in North Africa. Here she is seen on board the destroyer *Forbin* with some of the crew. During her tour Miss Dietrich was accompanied by another Hollywood star, Jean Gabin, who is now serving with the French Navy

THE "RICHELIEU" TAKES PART IN A BATTLE EXERCISE WITH THE HOME FLEET: This picture was made when Rear-Admiral George Thierry d'Argenlieu, of the French Navy in Britain, watched from the bridge of the 35,000-ton battleship as the *Richelieu* steamed into action with units of the British Fleet. It shows batteries of short-range weapons opening fire at an aerial target. The *Richelieu* was disabled by depth-charges at Dakar in July 1940: since then she has been refitted in America and her crew equipped with American clothing and helmets. She is the most modern vessel in the French Navy and a very powerful fighting unit

THE FRENCH ADMIRAL GREETS BRITISH OFFICERS: Admiral d'Argenlieu is here seen with Admiral Sir Bruce Fraser (C.-in-C., Home Fleet) greeting Captain A. G. Chapman (Captain of the Fleet) on board the *Duke of York*. Later, officers of the *Richelieu* were entertained to dinner and a dance at the Commander-in-Chief's Headquarters

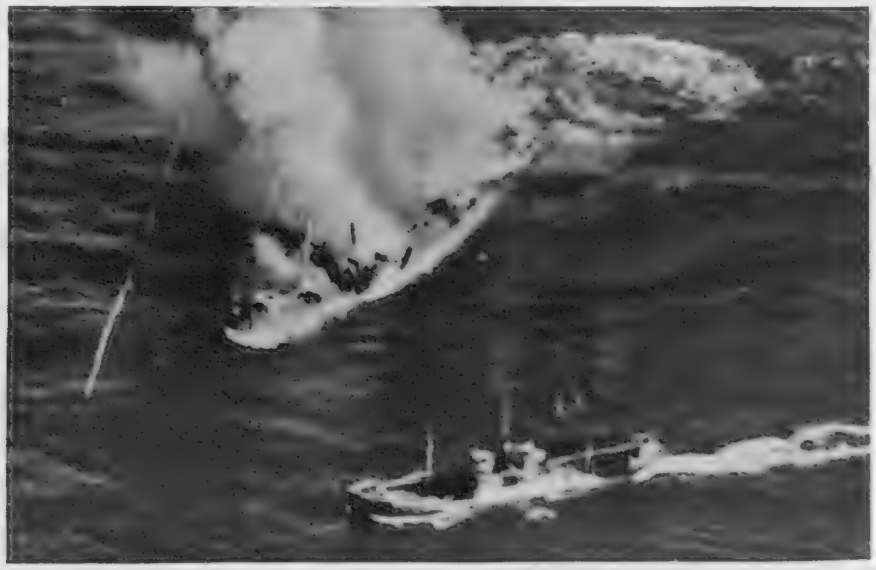
ANTI-MONARCHIST MEMBERS OF THE RECONSTITUTED ITALIAN GOVERNMENT: Into his new Cabinet, Marshal Badoglio has instituted five positions "Without Portfolios." The men who occupy these posts are prominent Italian leaders, all of whom are anti-Fascist. From left to right above are—Count Carlo Sforza, for years a steadfast opponent of Mussolini; Palmire Togliatti, Communist leader; Senator Benedetto Croce, Italy's foremost philosopher; Guilio Rodino, representing the Christian Democrats; and Pietro Mancini, Socialist leader

GENERAL MacARTHUR WITH THE ALLIED TROOPS during the New Guinea landings: The Commander-in-Chief of the Allied Forces in the South-West Pacific is smilingly listening to a description of the successful landings carried out at Tadji, 1,800 yards from the airfield at Hollandia. Three Allied assaults were made at the same moment against the Japs, all of which were successful. The date of this invasion was April 22

THE FIRST ALL-STEEL AIRCRAFT, which is to be used as a transport plane: Known as the "Conestoga," this huge aeroplane is built entirely of stainless steel: it has been ordered by the U.S. Navy for the carriage of freight between Fleet bases. The new aircraft is a high-wing monoplane, with a wing-span of 100 ft.: it is powered with two Pratt and Whitney engines, and has a loading capacity which varies from an ambulance to two jeeps, twenty-four paratroops or twenty-four stretcher cases. The vehicles enter the aircraft from the rear in the manner shown here: they drive straight on board the plane

THE LEADER OF THE FRENCH TROOPS IN ITALY: General Alphonse Juin, who commanded a French Division in the disastrous days of May 1940, and who was then captured by the Germans, is fifty-five years of age. He was born in North Africa, and returned there after his release from a prisoners-of-war camp. He fought alongside the Allies in Tunisia, and then crossed over to command in Italy

FRONT-LINE AMBULANCE WOMEN OF THE FRENCH CORPS FEMININ: The only women drivers on the Fifth Army front in Italy are French girls belonging to the Corps Feminin. This body operates in both Italy and North Africa: they are gaining the gratitude of all ranks for the cheerfulness with which they carry out their work—often under shell- and mortar-fire. Here a number of the women are standing by their cars in readiness for a call



AIRCRAFT OF THE ROYAL NAVY ATTACK A GERMAN CONVOY: In the early hours of Saturday, May 6, carrier-borne Barracuda planes of the Fleet Air Arm made successful attacks on two enemy south-bound convoys off Kristiansund, in Norway. This picture was taken from one of the attacking Barracudas, as clouds of smoke were rising from a large, heavily-laden German supply ship which broke in two after she had suffered bomb and torpedo hits. The blazing stern of the vessel is just about to break away. In all, four ships were hit, and two of them were sunk

BIGGER and BETTER VEGETABLES—and FRUITS

What Modern Research is Doing in the Vegetable and Fruit Gardens of the Country: A Description of the Work of a London Laboratory

By CHARLES GRAVES

IT is seldom that one can find a topical subject which has no connection with the war and yet which is of the greatest importance. This week, however, I have discovered one at 31, Mostyn Road, London, S.W.19. For this is the headquarters of the John Innes Horticultural Institution, which has been studying genetics—in other words, heredity—in fruit-trees and vegetables (among other things) since 1910.

One would have thought that the impact of the war would have hastened research, but nature cannot be hurried, and it is only the result of years of study that next summer, for the first time, huge thornless blackberries with fruit 1-inch in diameter will be gathered on a commercial scale in this country. It is, in fact, a cross between a type of blackberry found in the hedgerows of Surrey and another one grown in Devonshire. Dramatically enough, some of these first plants are being grown by an institute for blind people, for evident reasons.

Another discovery based on research conducted in this London suburb will result in sweetcorn becoming almost as common as carrots; which will be as good news for chickens as it will for those of us who like corn-on-the-cob.

Again, tomato-growers will presumably be fascinated to hear that I have seen a new type of tomato plant which will produce more tomatoes than the usual varieties, and yet will need neither staking nor pruning.

Moreover, in three years' time, two new types of cherry and one new type of apple will be available commercially, the two former being named Merton Bigarreau and Merton Heart, while the apple, a cross between a Cox's Orange Pippin and a Sturmer, is named Merton Russett. By the way, the blackberry is named Merton Thornless. So in future, look out for the label "Merton"; for it will represent the apex of the latest research into fruits and vegetables, which to-day includes the use of drugs, X-rays, and all kinds of scientific gadgets, combined with acute study of the laws of heredity.

In connection with raspberry and blackberry breeding, it is interesting that the new idea is to produce fruit-trees from seedlings instead of from layers or suckers. But the secret of all these new discoveries, which include, incidentally, a bigger and better pear than anything previously known, is the discovery of chromosomes and the advance in knowledge in the realms of pollination. Some of our cultivated plants have been under culture from very early times and their origin is obscure. Selection was the only method used to improve them, and natural seedlings of selected plants were the only material from which selection was possible.

The discovery of sex in plants as recently as the eighteenth century meant the realisation that the male parent was as important as the female parent. But it was only with the rediscovery of Mendel's papers towards the end of the nineteenth century that the full possibilities became apparent. During the present century the concept of the existence of chemical units of heredity (known as chromosomes) in plant life has put the whole matter in a new light. Until now the group to which cabbages, cauliflowers, kales, turnips and swedes belong has bewildered farmers, gardeners, seed growers, and even botanists.

These laws of heredity, when properly handled, benefit all fruits and vegetables. Research into the question of pollination has had an equally important effect. Fruit-trees are of two kinds: those which will set fruit with their own pollen and those which will bear little or no fruit unless cross-pollinated. Some cherry-trees will not set with their own pollen or pollen from any other tree of the same variety. This applies to many plums and apples, including Cox's Orange and Ribston Pippins, as well as pears.

At Merton, a million pollinations have been made during the last thirty years to test the success of the crosses which can happen in an orchard; with the result that the directors can now say which of the chief varieties should be planted together to give good crops of fruit, and which not. Of course, you cannot ensure a good crop of fruit merely by providing for pollination. The weather and culture must be right, too. But correct inter-planting, as worked out by the John Innes Institution, could increase the total fruit crop of Great Britain by as much as 15 per cent.; which in pounds, shillings and pence is a big addition to the country's revenue.

It is, of course, well known that no cultivated variety of sweet cherry will set fruits with its own pollen, but at Merton they have discovered that of eighty-five varieties of the sweet cherry, fifty-six fall into groups within which even pollinations between different varieties are entirely useless. Another twelve can be described as universal donors, since they pollinate each other and probably all the others.

As for the garden strawberry, its cultivation dates back to the fourteenth century, and even in A.D. 1600 it was not much bigger than a plump wild strawberry. As research into chromosomes continues, one may be sure that the present yields of strawberries will double. Look how the fine fat plums of to-day have developed from the sloe and the wild cherry-plum. It is all to do with chromosomes.

DR. CYRIL DEAN DARLINGTON (of Warrington, Lancashire) in his laboratory at the John Innes Horticultural Institution at Wimbledon, where experiments in Colchicine are being conducted. The doctor is here making a microscopic examination of this new and wonderful drug

Colchicine is extracted in the form of a powder from the autumn crocus: it is diluted with water to a proportion of one to 200,000, and is then used to speed the growth of trees and increase their size. At the John Innes Horticultural Institution experiments have begun on the seeds of timber-bearing trees which, if successful, will mean that the world timber famine which has been forecast can be put back indefinitely. Already giant blackberry plants have been raised, and apple and pear trees show promise of bearing fruit in proportion to their abnormal size. The experiments are under the direction of Dr. C. D. Darlington, of Warrington, Lancashire, Director of the Institution, and Dr. P. T. Thomas, of Aberystwyth, Wales. Colchicine is also the drug used in the cure of gout

Potatoes, too, are being subjected to scientific research. A Russian scientist has discovered all kinds of odd things about them and their reproductive cells. If you cut a Golden Wonder potato in half and remove its eyes so that the buds are induced to form from the internal tissues below the excised eyes, it will produce a totally different kind of "spud" known as the Langworthy; the Langworthy being a white-skinned potato and the Golden Wonder having a thick brown russet one.

Most of our vegetable crops are subject to natural cross-pollination. In this class are such important crops as beets, onions, cabbages, carrots, celery, cucumbers, leeks, lettuces, marrows, parsnips and turnips, and if we save seed of these from our gardens only one variety of each should be grown as a seed crop, so that pollination is limited to the plants within the variety itself.

With roots, bulbous and foliage crops, such as carrots, onions and lettuces, when more than one variety of each is grown, the necessary isolation can be achieved if only one variety of each is allowed to flower and run to seed. Where, however, the edible crop is a fruit, as in the vegetable marrow, only one variety can be grown as a food crop if seed is to be saved. Edible and ornamental beets must not flower together, and the different members of the cabbage tribe (Brussels sprouts, cabbages, savoys, kales, cauliflowers and broccoli) must be completely isolated at the time of flowering or the consequences of inter-crossing between these crops may be disastrous. Indeed, the greater the difference between the varieties or kinds of plants which are able to cross-fertilise each other, the greater is the disaster if they are allowed to do so. The more one learns about the sex life of plants, the more it is apparent that you need to be a scientist to have success with even a small garden and orchard. Plums, for example, fall into three classes, of which one class entirely fails with its own pollen, the second fails partly, while the third is self-fertile. Some plums are incompatible. As for apples, it is advisable to inter-plant all varieties. Two groups of pears cannot possibly set a satisfactory crop with their own pollen.

In existing orchards and gardens, where trees in a healthy condition and flowering freely nevertheless fail to crop, the lack of effective pollinators will be the cause of the failure. In such cases you must either introduce trees of a known compatible variety, or a proportion of the existing trees should be top-grafted with scions of a suitable variety. One tree in ten, when introduced into a block, will turn failure into success.

There is, of course, always the question of insect pollination. Compatible pollen has to be carried from flower to flower and from tree to tree by bees. Unfortunately, wild bees have decreased in numbers in many orchard districts. So it is more important than ever for the fruit-grower with correctly inter-planted trees to keep bees. In connection with this, it is a strange fact that the Doyenne du Comice, the best eating pear in the world, can only be fertilised for two days in the year in this country, though for other varieties the period is eight days.

How many market gardeners, quite apart from allotment holders, know the precautions they should take when planting different crops? At Merton they have worked out all the dangers of putting winter broccoli near spring broccoli; swedes near kales, Brussels sprouts near cauliflower, and turnips with cabbages. If these vegetables are put within less than a certain distance of one another, they will cross-fertilise and run wild, going back to the earliest stages of their primitive history before generations of gardeners had managed to separate the various species and cause them to reproduce their best and differing characteristics. For plant breeding is a matter of holding one's own against nature.

Much of this advance in knowledge in connection with cross-pollination of crops was made as a result of experience with radishes. It was found that when radishes are grown in quantity, 100 yards is the minimum distance which prevents contamination of stock due to inter-varietal crossing, but if small numbers are grown, inter-crossing is likely to occur over a greater distance.

And now for a word of cheer for those of us who like wine. There seems to be no climatic reason why vineyards should not flourish in this country at least as well as they do in Switzerland. Indeed, vines able to produce grapes suitable for drinking rather than eating have been grown commercially years ago in South Wales and Kent. The increase in knowledge acquired at Merton suggests that a whole new industry could be inaugurated in this country. There is no suggestion, of course, that the wines from English vineyards would be of high quality. But if only someone could persuade Messrs. Crane and Darlington of the John Innes Institution to devote their talents to research in this direction, there seems no reason why we should not be at least as self-supporting in common table wines as we have already become in sugar.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

THE ART OF JACOB EPSTEIN

Shown in His New Exhibition at the Leicester Galleries; and Two Other Items of Art News

THE MOST IMPORTANT OF MR. EPSTEIN'S SCULPTURES—"Girl with the Gardenias." This is a bronze, slightly oversize, "slim and very beautiful," according to her creator. It is attracting a good deal of attention at the Leicester Galleries, where Mr. Epstein's latest sculptures are on view

A HEAD IN BRONZE OF "OSSIAN," whose mother is the sculptor's only daughter

"BETTY CECIL," a portrait bust in bronze at the Leicester Galleries exhibition

"JUANITA," one of a number of busts of girls and children by the famous sculptor

"DEIRDRE"—LEANING OVER: One of two portrait busts by Mr. Epstein of the same model

At the Leicester Galleries, Mr. Jacob Epstein, world-famous sculptor, is now exhibiting some of his recent work. Unlike other exhibitions by this artist, there are no "controversial" pieces such as have rent the artistic world on previous occasions. The most important of the present exhibits is "Girl with the Gardenias," of which a reproduction is given on the left. This is a slightly-oversize bronze "which has all the dynamic quality of Epstein's modelling," as one critic describes it. For the rest, the Exhibition consists of "mainly portrait busts of children and girls. The older one gets the more one thinks about youth," as the sculptor himself says. There are some charming portrait heads of children, of whom Mr. Epstein has always been very fond; one of them is his grandson, Ossian

THE DRAWING OF YORK MINSTER presented by the Archbishop of York (Dr. Cyril Garbett) to Governor Dewey, of New York, during his visit to the United States: This water-colour shows the south and east sides of York Minster in their entirety: it also includes the roofs of Holy Trinity Church, Goodramgate; St. Wilfrid's Catholic Church; York Minster Choir School; St. William's College; the Treasurer's House; and one side of Goodramgate. It is the work of Mr. W. Patrick Hall, of York, who has been exhibiting for some years past at the Royal Academy and the Royal Scottish Academy

A SCHOOLTEACHER WHO IS NOW AN A.R.A.: Mr. Ruskin Spear is thirty-three years of age: he is the youngest painter for many years to be elected an Associate of the Royal Academy. Mr. Spear teaches drawing at the St. Martin's School of Art in Charing Cross Road. He first exhibited at the Academy in 1932. In this year's Exhibition, three pictures by him have been hung

The World of Books—By Vernon Fane

THE LATEST WORKS OF FICTION

Richard Sherman's Story of Wartime London; Deep Secrets of the Soul; Gloom on the Farm; G. F. Hughes' Humorous First Novel; Portrait of an English Family; Life in a Ville de Cure

YOUNG women may be—and sometimes are—afraid of love. And other young women may be afraid of the call-up, but it takes Mr. Richard Sherman's heroine, Barbara, to have an equal aversion from both, and to spend 90 per cent. of her time and energies in dodging both issues, in digging herself into a "safe" job, and in going to her numerous parties with as numerous escorts. THE UNREADY HEART (Faber. 8s. 6d.) has two principal virtues, however; it is entertaining, and it 's easy to read. Entertaining, because it gives a certain picture of wartime London, as it might be seen through the eyes of a visiting American, and easy to read because Mr. Sherman's style puts no hurdles or hazards in the reader's way. You may be right in considering the end a little too facile, but by then you will have had an agreeable few hours and no literary headaches at all.

Barbara didn't think of her ruses to avoid being directed into one of the Services as hiding. Instead, she preferred to think and speak of them as "trying to do what I 'm best fitted to do." Broadcasting House—a new role for it—became a refuge, and when the job in the B.B.C.'s European Service was safely landed, Barbara was on velvet.

It was there, however, that she met her fate in a pleasant, intelligent and intuitive American radio correspondent, and although one of the main articles of her private character was a total banning of possessive affection, she fell in love with him in the most complete and old-fashioned way. Being an escapist *par excellence*, she admitted this little fact to nobody, until she heard that he was to go on a bombing mission over Berlin. They are married within a few hours of that, and when he doesn't come back from the raid she schools herself to the agony of "not knowing," and to complete her sacrifice, joins the W.A.A.F.

The people who inhabit the strange world of Mr. Claude Houghton's new novel behave in the most uncomfortable way, snooping into each other's souls and sharing each other's deepest secrets. Nor, by and large, does it make any of them particularly happy. PASSPORT TO PARADISE (Collins. 8s. 6d.) therefore has an ironic ring about its title.

First of all in the list of distinguished introverts there is one Oliver Markham, a wealthy and unscrupulous business man of disreputable parentage. He, as the story opens, is dismissing his mistress in order to marry Merle, a strange, neurotic girl who has once attempted suicide in a fit of acute depression. Twelve years after their marriage, which on her side at least is loveless, Merle falls in love with a man she meets in a hotel abroad and expects him to follow her when she returns to London.

This is when the emotional gremlins step in, for Markham begins to discuss the problem with his friends and relations, particularly with Brent, a novelist, and Dawes, an adventurer who blackmails him by threatening to reveal to Merle his origin, and his affair with the other woman. Markham dare take no strong action, for Merle's Yashvin has not followed her, and Markham fears that she may this time commit suicide successfully. Finally, he goes to see Yashvin in Italy to find out what he intends to do. Yashvin turns out to be an intelligent sensualist who intends to do nothing at all, and when he writes to tell Merle this, she does indeed take her life, since, for a woman, "illusion is the passport to paradise."

The number of involved plots to solve emotional tangles are an overwhelming element in this book; especially since many of these are never quite unravelled, even on the last page. There is little action here, as the bees buzz furiously or despondently round the central problem of Merle and her love for a distant dago who never communicates with her. But there are still flashes of the talent that was responsible for *I Am Jonathan Scrivener*, and those moments almost contrive to make the book worth while.

THE FLYING SEALYHAM: This young dog with the soldierly bearing is "Martin," and he belongs to Prince Bernhard of the Netherlands. He often accompanies his master when he flies, and wears this specially-made parachute harness during his aerial trips

A powerful and gloomy story comes from Mr. David Cornel Dejong; genuinely powerful, since he is a writer who commands rather than enchants his audience, and genuinely gloomy in the suffering and frustration that is the constant theme of the story. LIGHT SONS AND DARK (Gollancz. 8s. 6d.) is set in a farm in the Middle Western States, where the Davis family live in poverty and misery. There is no contact between the half-crazy father and his sons, though he has some idea of favouritism for the two dark boys, and of the fair sons Ben is a drunkard and Joel the only member of the family who makes some attempt at breaking the spell of decay and vice that holds the family lethargically but surely to the farm.

Not until Ben shoots himself does the family move into the city to a faintly more rational life, leaving Joel free to make what he can of his own. In all this, both the setting and the characters are superbly drawn, and the intrinsic gloom is not so much there as with the muddled and unresolved trend of the story. Still, the reader is left unsatisfied, with the feeling that Mr. Dejong has not taken a firm hold of that situation, but been content to leave the solution to the gods and to his public.

What a pleasure it is, in fact what *fun* it is, to discover a new writer with magical humour. He is Mr. G. F. Hughes, and his first novel, THE SPLENDID ELI (Chapman and Hall. 9s. 6d.), is a find and a delight. It is the story of the rise to power and prestige of one Eli Spoor, who starts life as the child of a farm labourer and rises to the position of Prime Minister through the channels of popular journalism.

Eli is, as a matter of fact, rather the perfect "stooge" than the man of dynamic action. His whole career is dominated and directed by others, who rely on his appearance, and his ability to make a very long speech on any subject at all, at a second's notice. An inventive journalist gives him his first good job, after he escapes a school rather reminiscent of an early Evelyn Waugh, and that same newspaperman, now a Press lord, boosts him into the highest political office.

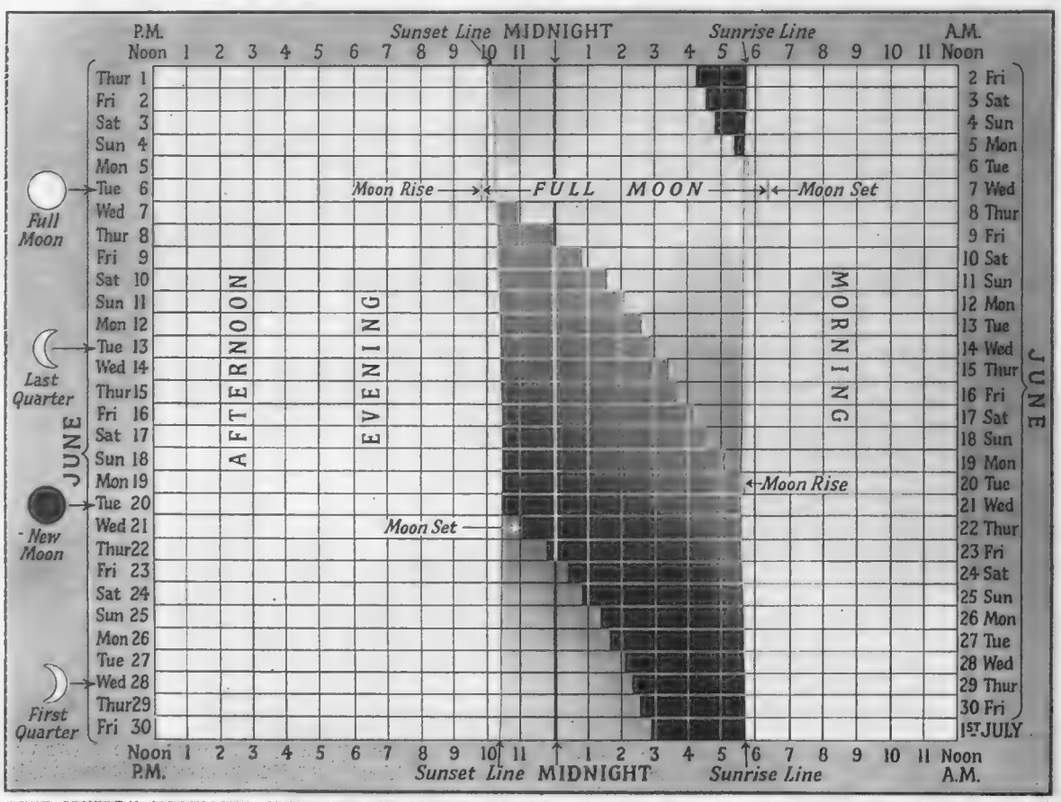
It is all, as I say, great fun.

It is always a gratifying sight to see the members of a family enjoying their communal life and appreciating each other's sallies and each other's escapades. But sometimes when translated to novel form, such a situation can approach dangerously close to the smug. That danger is imminent in Mrs. Jacobine Menzies-Wilson's AT FIRST LIGHT (Collins. 8s. 6d.), which is the portrait of a conservative and excessively pleasant family in a contemporary English setting.

They belong to what can be described—I 'm sure with their approval—as the upper middle class, live in the country, are mad about dogs, and take a firm, though never hectoring, line about their friends' love-affairs. The one entirely satisfactory thing about them is that they are all happy together. The writer gives such validity to that state that it remains the memorable thing about a novel, in diary form, that is otherwise packed full of the doings of the local W.V.S., the activities of the Home Guard, and Mother's reaction to Mr. Anthony Eden's voice.

There have been good novels in French, in German and in Russian about the remote but intense life that goes on inside any big sanatorium for tubercular patients, and there have been less good English ones. PEOPLE APART (Rich and Cowan. 9s. 6d.) is one of the latter—the story of a group of people whose illness confines them to the same regime in the same Jura village at the beginning of the war.

The possibilities of human drama are there, but are never fully explored, and the menacing background of extreme ill-health gives Mr. L. T. Shortell's novel a depressing quality which is probably something less than he intended. There is no doubt that that is the authentic atmosphere of many *villes de cure*, but for me, at least, it does not make agreeable reading.



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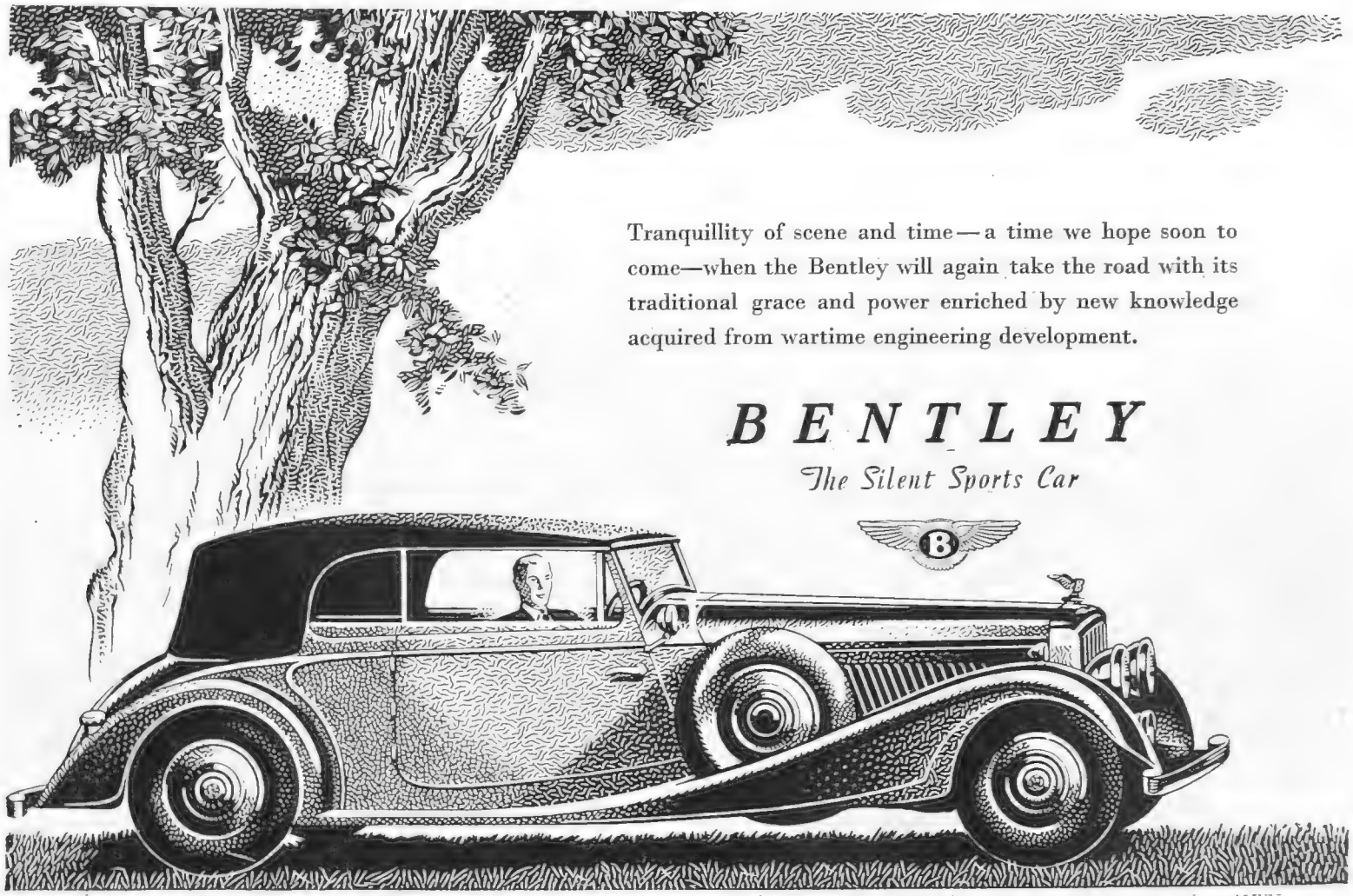

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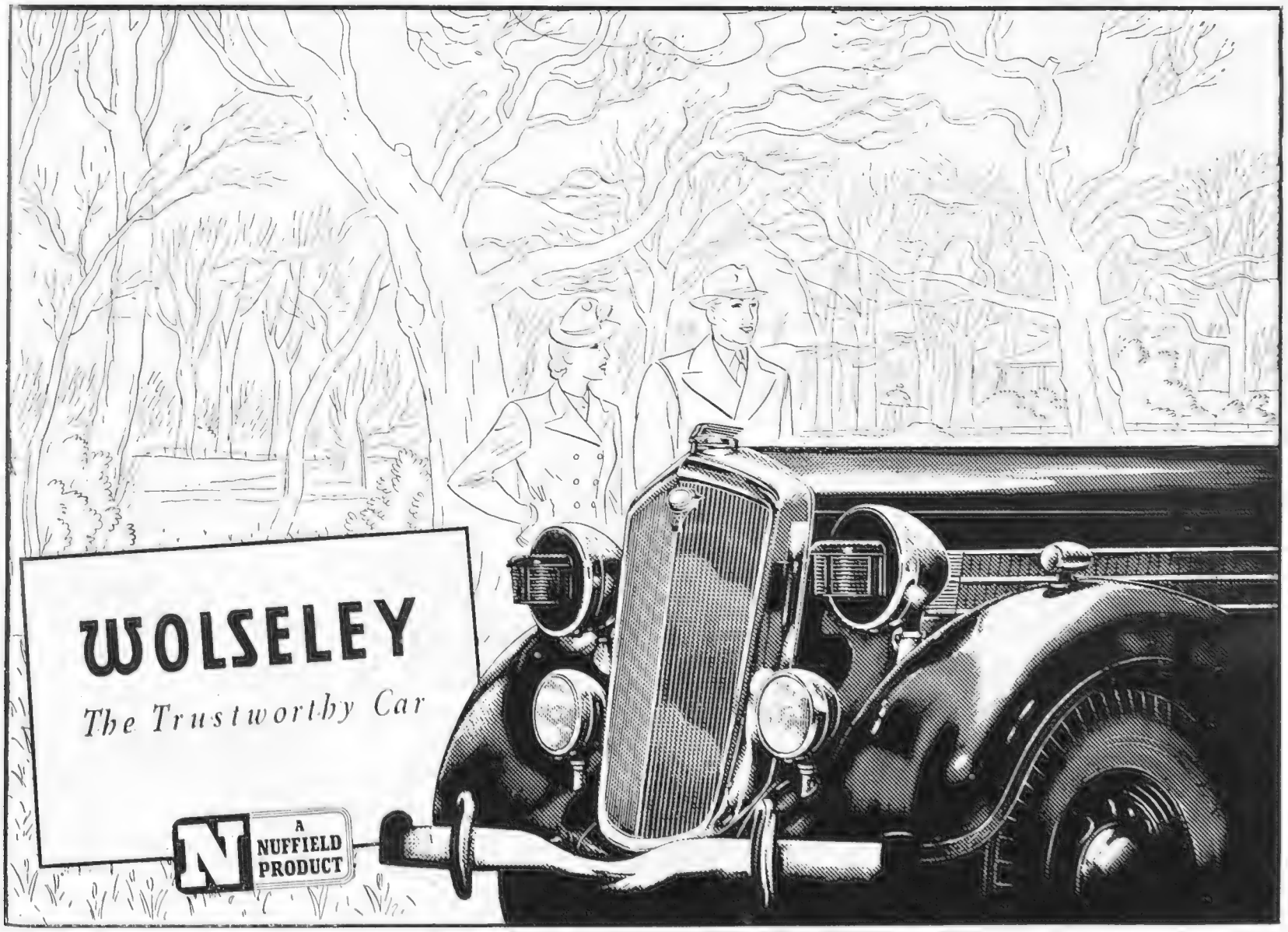

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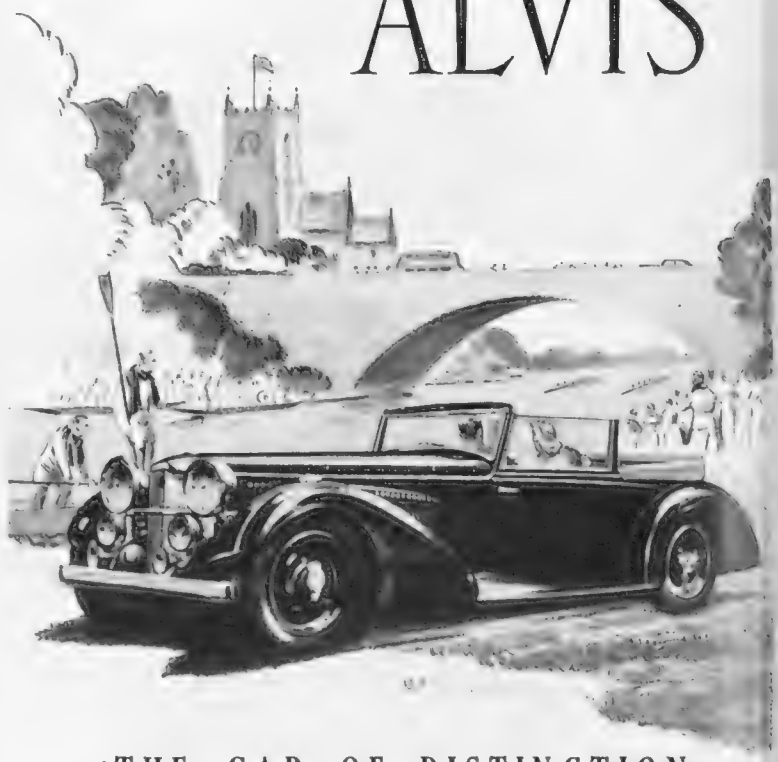

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